





## Notices

YOST  
TYPEWRITERS

NEW MODEL No. 20

VISIBLE WRITING

Standard Keyboard with Fractions up to 16ths.

suitable for

MERCHANTS.

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BROKERS.

BANKERS, ETC.

BRIEF MODEL

For Lawyers, Accountants, etc., etc.

FRENCH MODEL

For Foreign Correspondence.

Special Monthly instalments if desired.

MAGWEN, FRICKEL &amp; CO.,

Have been appointed Sole Agents for the above for  
South China

4, DES VŒUX ROAD, HONGKONG.

SHAMSHEN, CANTON.

THE OVERLAND  
1913 MODEL.Why pay fancy prices when you can get  
quality, workmanship and finish combined in the Over-  
land for about \$2,600? The price is \$400 less than  
other makes of a similar car.

A full line of accessories in stock at all times.

DRAGON CYCLE DEPOT.

(Prospective Buyers can try this Car free of charge.)

J. T. SHAW.  
THE GENTLEMEN'S HOUSE.THE FINEST FOOTWEAR  
IMPORTED TO HONGKONG.

Cut for Quality—

Made for the Man's Comfort

Economy and Good Appearance.

21, HONGKONG HOTEL BUILDINGS, QUEEN'S ROAD.

AMERICAN  
CORSET  
STORE.

[MANILA BLOUSES,

RUFFLES AND HATS.

Both Imported and made to  
order.

New Stock of IRISH

Crochet.

Our EXCLUSIVE designs

in dress panels and daint

Hats.

KWONG CHEONG.  
IVORY, SANDALWOOD,  
LACQUERED WARE.  
GOLD AND SILVER  
ORNAMENTS.  
43, Queen's Road.WING HING  
HIGH CLASS TAILORS  
AND  
EXPERIENCED CUTTERS.  
Perfect Fit Guaranteed.  
64, Queen's Road, Central,  
Tel. 1147S. L. M. SHERIFF BROS.  
Dealers in  
PRECIOUS STONES  
OF EVERY KIND  
and the  
FINEST OF CHINESE JADE.  
8, Queen's Rd. Opp. Clock Tower.GRACA & CO.  
Under Hongkong Hotel.  
ASIATIC AND FOREIGN  
POSTAGE STAMPS.

## Notices

## THE WISE

Forward Their Parcels and Cases, etc.

BY THE  
CHINA EXPRESS CO.  
THE OTHERWISE

TAKE THE CONSEQUENCES.

Connections with the principal Express and Forwarding Agencies  
throughout GREAT BRITAIN, THE COLONIES, AMERICA  
and the CONTINENT of EUROPE.PACKING AND WAREHOUSING,  
BAGGAGE STORED or TRANSHIPPED.Telephone No. 506. CHINA EXPRESS CO. 2, Duddell Street.  
(ESTABLISHED 1844)

## Hotels.

## HONGKONG HOTEL

A LA CARTE GRILL ROOM

Now Open.

Hongkong, 20th April, 1911.

J. H. JAGGART,  
Manager. [25]

## GRAND HOTEL.

QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT."

Central Position; Large Airy Rooms; Hot, Cold and Shower Baths;  
Electric Light and Fans Throughout; Large Comfortable Lounge; Private  
and Public Bars; Billiard Rooms. HOTEL LAUNCH MEETS ALL  
STEAMERS: Monthly Rates for Time and Dinner. SPECIAL DINNERS  
AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN  
SUPERVISION. Special Rates for Married Families. On Application To—  
Tel. No. 197. F. REICHMANN,  
PROPRIETOR. [23]

## ASTOR HOUSE

(LATE CONNAUGHT HOTEL)  
QUEEN'S ROAD, HONGKONG.CENTRALLY situated, up-to-date Hotel. Recently renovated, and under  
entirely New Management. Large and Comfortable Rooms. Excellent  
Cuisine under the supervision of an Experienced FRENCH CHEF, and  
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms  
moderate. First Class accommodation for Families and Tourists.  
For particulars and rates apply to PROPRIETORS.  
Telephone, 170. Telegrams "Astor." [24]

## BOA VISTA HOTEL,

MACAO.

UNDER NEW MANAGEMENT.

DON'T FORGET.

NEXT SUNDAY'S BOATS

LEAVE HONGKONG AT 9 A.M. AND 12.30 P.M.  
Telegrams "BOAVISTA." Tel. No. 48, MACAO.

## ST. GEORGE'S HOUSE.

A MODERN HOTEL WITH EVERY COMFORT.  
KENNEDY ROAD. Tel. 115.

THE ONE PLACE FOR A GOOD MEAL!

## THE IMPERIAL GRILL.

SUPPLIES IT

OPPOSITE THE VICTORIA THEATRE.

## THE TOKYO HOTEL.

The BEST of Food served in the BEST way!  
Not only cheap But GOOD!Try it and YOU will be satisfied.  
TEL. 978. 18A CONNAUGHT ROAD.KING EDWARD  
HOTEL.

A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.

Latest Improvements.

Reasonable Rates.

Telephone 378.

H. HAYNES,  
Manager.

Hongkong, 1st Aug. 1912. [25]

## HOTEL CRAIGIEBURN.

PLUNKET'S GAP.

The Peak.

near the Tram Terminus.

Tel. 56.

For Terms apply to the  
MANAGER.THE TAIWAN  
RAILWAY  
HOTEL.

TAIPEI, FORMOSA.

Under the Direct Management of the  
Taiwan Railway Dept.EXCELLENT CUISINE AND  
GOOD SERVICE. RATES  
5 YEN AND UP.Uniformed hotel porters, modern all  
trains and steamers. Luggage are  
ranged for without any trouble to  
guests.

Hongkong, 1st Feb. 1912. [23]

EUROPEAN

AND CHINESE

DINNERS

WILL BE SUPPLIED

By the

NEW PROPRIETOR

ARTHUR KUHN.

The Old Shanghai Club.

## Notices

## WE BEG TO ANNOUNCE

that we can now manufacture on our premises  
the new Kryptok Invisible bifocal Lens.The old style of cement bifocals with their  
disfiguring and annoying dividing line has  
been supplanted by a new lens with two foci,  
the upper portion of the glass for distance and  
the lower for reading, ground from one single  
piece of glass.You who wear two pairs of glasses may  
now use one pair instead. No one can tell  
that you wear bifocals. No more to blister;  
no thin segments to lose off.Call and inspect this line. We grind  
Kryptoks in regular or toric form.

WE LEAD, OTHERS FOLLOW.



MANILA

OF FICE

78, ESCOLT

## SAINT-RAPHAEL

## TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of  
Anemia, Debility and Convalescence, to young women, children  
and the aged. Invaluable in hot climates.

Dose: One wine-glass after the two principal meals.

Each bottle of genuine V.N. SAINT-RAPHAEL bears, in addition  
to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES PROPRIETAIRES.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial

which surpasses all others by its  
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDECK MACGREGOR &amp; Co., Hongkong.

## K. A. J. CHOTIRMAL &amp; CO.

CHEAP SALE!

FOR ONE MONTH ONLY FROM TO-DAY.  
SILKS, AND CHINESE GOODS OF THE BEST VARIETIES!  
No. 37 Queen's Road.

## LEE BROTHERS.

The ONLY opticians worth  
visiting!ALL FACILITIES FOR TESTING EYES,  
AND THE BEST WORK GUARANTEED!  
16, D'AGUIAR STREET.

## MACGREGOR'S

"V.O.S."

"PARLIAMENT LEND"

"PARLIAMENT LEND"

"PARLIAMENT LEND"

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OUR  
CONTEMPORARIES.

Daily Press.

The Situation in Japan.  
It will be remembered that the  
particular proposal out of which  
the recent political crisis arose  
was one to add two Divisions to  
the present garrison in Korea.  
The public saw no necessity for  
this and raised an outcry against  
the step as being certain to pro-  
voke alarm on the other side of  
frontier and lead to a situation  
which would necessitate heavy  
additional appropriations for the  
Army. Count Yamamoto, the  
head of the new Government,  
has definitely promised in the  
Diet that these army divisions  
shall not be created in the  
ensuing financial year, though  
he took the precaution to  
point out that national defence  
programmes are necessarily  
governed by the state of interna-  
tional relations, and are liable  
to change. So far as the  
Navy is concerned the new  
Cabinet has pledged itself to carry  
out the scheme of expansion  
adopted by the Katsura Govern-  
ment which regarded it as an  
"urgent necessity." Count Yama-  
moto is reported to have stated  
that "the authorities expect that  
the total expenditure would  
amount to 350,000,000 yen."  
Only six million, however, is  
voted for the ensuing year. Un-  
til the nations of the world come  
to some understanding whereby  
whereby what Mr. Churchill re-  
cently called "the evil and in-  
sensible folly" of increasing arma-  
ments can be checked, Japan is  
compelled to follow the European  
lead in order to maintain her  
position as a naval Power, and  
the question which is troubling  
many Japanese bondholders is:  
Can Japan stand the strain? It  
is precisely this consideration, we  
believe, more than any other  
which is responsible for what the  
Times calls "the decline of en-  
thusiasm" for Japanese securities.

China Mail.

Improvement in Aeroplanes.  
A matter of great importance  
is the question of variation of  
speed in the air. High speed is  
undoubtedly valuable in all  
means of progression, but it is a  
great advantage to be able to fly  
slowly also, both for observation  
and landing, and therefore a  
good range is essential. Various  
means have been proposed for  
this, one being to vary the  
amount of supporting surface in  
the air. The experience of the B  
type and others show, how-  
ever, that a considerable range  
can be obtained with a fixed sur-  
face, and without any great cor-  
responding disadvantages. All  
that is necessary is to give the  
machine enough surface to fly at  
the minimum speed required,  
and then to increase the power  
to get the required maximum.  
Thus the B.E. flies at 40 miles  
per hour, with 23 not effective  
horse-power, while the engine  
is capable of developing 60  
horse-power, which gives a speed  
of 70 miles per hour.

South China Morning Post.

Piracy in Hongkong Waters.  
The fact that between fifty and  
sixty men on the S.S. Tai On were  
possessed of firearms gives rise  
to other serious reflections. To  
our mind it proves again that  
Hongkong has become a refuge  
of savage border who have been  
driven from their happy hunting  
grounds beyond the border. Sup-  
pression of piracy and brigandage  
has been one of the chief  
aims of the republican govern-  
ment, and its methods have  
been operated with marked suc-  
cess for some months in the neigh-  
bouring provinces. Therefore  
not only is the water front well  
worth watching in respect to bad  
characters and the importation of  
weapons, but the New Territory  
with its long stretch of boundary  
line and its easy roads, affords  
ready means of access for bandits.  
We trust the investigation of the  
Tai On affair will result in the  
adoption of strenuous measures to  
clear the colony and keep it free  
of a real public danger.

For a full and complete  
description of the  
S.S. Tai On, with  
a list of the crew,  
see the  
ALHAMBRA GAZETTE.



## GENERAL NEWS.

**Crowded Singapore Hotels.**  
The number of visitors in Singapore last week may be gauged from the fact that all the hotels were taxed to the limit of their accommodation, and that passengers arriving by the Montoro perforce had to live aboard the vessel.

**Yokohama Census Returns.**  
A census of the population of Yokohama shows that at the end of last year it numbered 455,212 (representing 89,931 households), showing an increase of over 11,000 as compared with the previous year. The number of foreign residents (including Chinese) is given as 8,265.

**An Anonymous Benefactor.**  
A benefactor whose name for the present is not to be disclosed has promised to defray the cost of erecting a new pathological block and institute of hygiene in connection with the medical school of Middlesex Hospital. His scheme will entail an expenditure of at least £10,000.

**A Relic of Nelson's days.**  
An enormous quantity of gunpowder and other naval stores has been discovered in a cave near Cape Doria Testa. It is believed that the stores were placed there over a century ago by Lord Nelson, when his fleet was cruising off the Sicilian coast and watching the French fleet sheltered in Toulon.

**For Radium Development.**  
It is announced that in the event of the failure of the negotiations now proceeding for the radium development syndicate to take over the historic baths of Bath, the city will undertake an independent development scheme so that the most may be made of the recently discovered radioactive properties of the mineral waters.

**Breach of trust charge at Singapore.**

In the Singapore police court, on the 25th ult., mention was made of the case in which Gustav Siemens, the secretary of the Hotel van Wijk Co., Ltd., is charged with criminal breach of trust in respect of a sum at present stated to be \$108,454. Inspector Frayne asked for a week's postponement and accused was remanded in custody, bail of \$3,000 not being forthcoming.

**No murderous intention.**

In the case of a young man named Wilcox, who, as was reported in the "Telegraph" last week, was picked up lying outside the Bristol Grill, at Calcutta, the evidence given at the inquest showed that death was the result of a blow given by another European shop assistant. It appears that Wilcox provoked the latter by assaulting him first. The police are not taking the matter further as there was no intention to cause death.

**A Hindu Superstition.**

A curious incident occurred at Jhelum recently in connection with the visitation of plague in that city. The Hindu citizens took a black buffalo, and after smearing it with red ochre and oil drove it out of the town and then turned it loose. A large concourse of people followed the animal, shouting at the top of their voices and beating tom-toms. This, says a correspondent, is a Hindu way of averting calamity.

**Presentation to Mrs. Taft.**

The Washington friends of Mrs. Taft, wife of President Taft, in the national capital, propose to present a handsome gift to her before her leave-taking of the White House. It will be a diamond necklace, and its cost will be \$2,000. It was the desire of Mrs. Taft's friends (states the "New York Herald") that this gift should become known to no one except themselves, last of all Mrs. Taft, before it is presented to her, but the secret would not keep.

**An Opium Prophecy.**

A letter in regard to the opium trade in China was recently received by a missionary in Shanghai from the Rev. A. R. Saunders, a missionary on furlough in Scotland, in which he says: "I am just now engaged in an effort to secure in my city an expression of the public opinion in regard to the opium trade, and it promises success. I believe that China will be relieved from all treaty obligations in regard to the opium trade, and will be quite free to carry out total prohibition at once."

## SERVICE MATTERS.

**Captain H. G. Sergeant.**  
Capt. H. G. Sergeant, for some years in Hongkong in charge of the Volunteers, is appointed an instructor of gunnery (second class.)

**Lieut. Col. Burr.**  
Among present visitors to Singapore is a well-known figure in the Far East, Lieut.-Colonel Burr, who, with his daughter is spending a few days there prior to returning to Japan.

**New Magazine Rifle.**  
A service paper announces that a new magazine rifle is to be at once issued for trial to selected infantry regiments, and a special course of instruction in connection therewith will be held at the School of Musketry, Hythe.

**Next Trooping Season.**  
The 2nd Bn. Gloucestershire Regiment, from Malta, is to relieve the 2nd Bn. Somerset Light Infantry, at Tientsin. Two transports are to visit Hongkong next trooping season from home. The first will leave Southampton early in September and will probably convey annual reliefs and the Gloucesters to Chung-wang-tan, for Tientsin. The second leaves early in October with reliefs and drafts for Ceylon, Singapore and Hongkong. The homegoing details from Tientsin will, it is expected, tranship from the first to the second transport at Hongkong, the former continuing her voyage to India with the 2nd Bn. Somerset Light Infantry.

**Royal Dockyard Engineers.**

A decision has been come to by the Admiralty that in future electrical engineers serving in the Royal Dockyards are to be borne on the establishment, the following pensionable scales of salary being submitted for the non-pensionable salaries now payable:—  
Electrical engineers (higher grade), £450, rising by annual increments of £20 to £650, with an official residence or an allowance of £50 or £75 in lieu of electrical engineers (lower grade), £300, rising by annual increments of £15 to £400, with an official residence or an allowance of £50 in lieu; first assistant electrical engineers, £250, rising by annual increments of £10 to £350; second assistant electrical engineers, £200, rising by annual increments of £10 to £250.

**India and Imperial Defence.**

I am told, writes the London Correspondent of the Manchester Guardian, that great annoyance is being caused in India by the reports which persistently appear in some of the conservative newspapers here that the native rulers have decided to present a number of Dreadnoughts to the navy. The fact that the genuineness of these reports has been authoritatively denied seems to have no deterrent effect. The reports have now, however, led to a spirited protest by leading Europeans, who are indignant about the manner in which it is sought to extract from India a larger contribution towards Imperial defence. The fact that these attempts are made at a time when a commission is actually considering whether the military burden of India cannot be reduced is cited as an instance of the extent to which Indian questions are understood in the quarters concerned. A comparison is drawn between the conditions in which the Federated Malay States have given a Dreadnought and those which obtain in India. In the Malay States there is abundant prosperity, a large surplus of revenue over expenditure, and no public debt. The States have hitherto contributed nothing towards the cost of Imperial defence, and the only military force they maintain is a small body of 858 Sikhs and Pathans. The Indian Government, on the contrary, expends nearly one-fourth of the country's revenue on purposes of defence, and, in addition, the Indian princes maintain a fine body of troops who are available for service wherever wanted. These have already been employed on Imperial missions in China, South Africa, East Africa, and Somaliland. It will thus be seen that the taunt of irresponsiveness on the part of India to the Imperial call is both fallacious and mischievous. It is pointed out, moreover, that the opium question, in which one of her chief sources of revenue will largely disappear, and her anxiety therefore is how to avoid rather than incur additional burdens.

Prepaid Advertisements  
ONE CENT PER WORD  
FOR EACH INSERTION.

## TO LET.

FROM 1st February, MEIRION, No. 10, Peak, furnished or unfurnished, 5 Rooms.  
The "BYRIE" No. 13, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

No. 35 CONDUIT ROAD, 6 rooms, unfurnished, Electric Light, from 1st May, 1913.  
No. 21, SEELY STREET.  
To let or for sale, "GLENSHIEL," Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

No. 119D, THE PEAK, furnished, from mid April until end of October, 1913. Four Bedrooms, Tennis Court and Garden.

"CRAIG RYRIE," No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns.

No. 3, DES VUEX VILLAS, No. 32, Peak, 5 rooms.  
FOR SALE—BARTING and ROATE, on pastor Kowloon Island Lot No. 1164.

"LYEEMUN," Barker Road No. 84, Peak to let furnished or unfurnished to 30th November 1913. 6 rooms. Apply to

LINSTEAD & DAVIS,  
3rd Floor, Alexandra Building  
—Hongkong, 25th Feb. 1913. 211

TO LET LARGE substantially built Godown, situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd.

## TO LET.

TO LET on 2nd Floor No. 2, Pedder Street.  
One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. 1885

OFFICE TO LET.—One or two rooms in good central locality. In most convenient position. Apply to—"Beta" care of "Hongkong Telegraph," Hongkong, 6th Mar., 1913. 242

TO LET—A House in Knutsford Terrace, THE HONGKONG LAND INVESTMENT AGENCY COMPANY, LIMITED, Hongkong, 27th Mar., 1913. 258

TO LET—"BREEZY VILLA," No. 2, Park Road. 4 Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—YAP HOK LENG, No. 4, Ripon Terrace, Hongkong, 28th Mar., 1913. 264

## WANTED.

WANTED.—An English Assistant Mistress for the Diocesan Boys' School. Apply to The Headmaster.

## FOR SALE

FOR SALE.—Birds of Paradise. Ready for Hats.—Apply "H." "Hongkong Telegraph."

## MOTORING IN INDIA.

Calcutta's Approaches Disgraceful.

The number of motor-cars in Calcutta continues to increase with wonderful rapidity, and if the number of cars does not already exceed that of horse-drawn vehicles it soon will. A visible sign of the progress of motoring here is the big brass board on the gate of the Asiatic Society which announces that the Automobile Association also has its office there. The Association is likely to become a very influential one and should take a lead in the very necessary improvement of roads in and about Calcutta and Bengal. It is indeed surprising that the Association has not already made public its opinions as to the inadequacy of the roads. For bad as the roads are for any traffic or for pedestrians, it is the motorist to whom they give the most trouble. The approaches to Calcutta are a disgrace to any city and serve to prevent the greater number of motorists from venturing beyond the limits of the Maidan and the European quarter save to visit the Tollygunge clubs or Barrackpore. The difficulties of motoring in the mofussil are no doubt greatly exaggerated, and the motorist who understands his car and who takes reasonable precautions should be able to travel long distances in Bengal without great difficulty. Those who have tried have usually found the worst road and the chief trouble with traffic, children, dogs and other obstacles to exist in the neighbourhood of Calcutta. When a road worthy of the name connects the Grand Trunk Road and Howrah Bridge, when there is a respectable approach on the Calcutta side to a modern bridge, when Chitpore Road allows accommodation for other traffic beside tramcars and Russia Road has been widened, and when many other streets in the centre and suburbs of Calcutta have been widened and improved, then the lot of the motorist in this city will be a happier one and far more value will be realised from the many fine and costly cars which under present conditions so seldom proceed beyond the limits of the Maidan.—"The Asian."

## BOAT RACE ETIQUETTE.

A story of the etiquette of Boat Race practice is told in the "Liverpool Post." Unwritten tradition at Putney says that the two crews shall never row the same distance on the same tide, and, indeed, they are seldom out rowing together.

The coaches arrange the times for practice by mutual agreement—a simple method not always understood by outsiders.

There is a story that when Cambridge and Harvard were training for their race, the Cambridge trainer met the Harvard trainer and asked him casually: "When are you taking your men out to-day?" "Ah! don't you wish you knew," was the unexpected reply.

Permanganate Treatment for Rubber.

Rubber planters are interested in the published results of Dr. Warth's experiments of treating sheet rubber with permanganate of potash to prevent mould, says a correspondent to the Sourabaya "Handelsblad." This method is now being employed in the east coast of Sumatra. Several lots of rubber so treated have already reached the markets and have been favourably adjudged. A solution of 1 in 1,000 is used and the sheets are moved about in it as soon as they come out of the rollers.

## Notices

OSMAN V. CASUM.

MILLINERS & DRAPERS. LADIES & CHILDREN'S WEAR.  
No. 1 & 3 D'Aguiar Street.

THE ALEXANDRA CAFE cannot be better, if applied for Bread, Cakes, Confectionery, meals with Wines & Liquors.

## The Advancing Prices

which prevail in almost every line of business should produce alertness all round. As a business holder of wide operations we are watching for every available opportunity of bringing to the public generally the best possible value. This efficient service is made possible by the fact that we are large buyers and sellers for cash. We invite the enquiry and court the comparison of the keen-buying household.

QUEEN'S DISPENSARY,

WHOLESALE & RETAIL CHEMISTS,

42, QUEEN'S ROAD, CENTRAL.

**O.T. A DRINK, A TONIC, AND A DIGESTIVE COMBINED**  
WITHOUT ALCOHOL OR GAS.



**After Exercise**

After exercise, O.T. is a Refreshing Drink. With plain cold water or aerated beverages it makes a blend that is really thirst-quenching and satisfying. For the moment it warms the palate, but it leaves you cooler afterwards. By taking O.T. you escape the risk of impurities in water, and the possible ill-effects on the stomach of cold draughts.

**NO OTHER DRINK IN THE WORLD HAS BETTER GUARANTEES FOR PURITY AND GOODNESS**

**BUY A BOTTLE TO-DAY**

## GOOD GLASSES

PROPERLY FITTED.

There is no economy in going to an optician of doubtful ability to purchase glasses upon which your eye-sight depends.

Personal attention is given to the examination and the fitting of lenses that will relieve all troubles. The only charge is for the glasses.

**N. LAZARUS,**  
Ophthalmic Optician

1A, D'Aguiar Street.  
Note.—The Only European Optician in D'Aguiar Street.

UNIQUE IN QUALITY AND PRICE

**Bouton Rouge and Felucca**  
Egyptian Cigarettes



These two brands made by Messrs. MASPERO FRERES in Cairo are a revelation in Egyptian Cigarettes.

A Luxury to the Man of Taste.

Sole Agents: British-American Tobacco Co. Ltd., Hong Kong.

**MEE CHEUNG.**

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging

opening, 1st May, 1911.

**WING KEE & CO.**

47-49, Connaught Rd.

SHIP HANDLERS,

PROVISION & COAL

MERCHANTS

Hongkong, 22nd May, 1912.

## THE FRENCH STORE,

Well known in the Colony for many years, have removed to their new shop, where they are prepared to offer customers the latest **DELICACIES DIRECT FROM PARIS**, and the continent.

The **BEST** is only obtainable with

**US!**

TEL. 794.

26, DES VUEX ROAD, CENTRAL.



## THE FINEST LONDON GIN

DISTILLED BY

Sir Robert Burnett &amp; Co.

OLD TOM GIN.  
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UNEQUALLED IN QUALITY.

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By Order, "HONGKONG TELEGRAPH."

## BIRTHS.

BELL—On March 28, 1913, the wife of F. Mayley Bell, of Shanghai, of a daughter.

LEGGE—On March 28, at Kichong Estate Maheco, to Mr. and Mrs. C. A. Legge, a daughter.

EDMETT—On March 27, at River Valley Road, Singapore, the wife of L. R. Edmett, of a son.

## MARRIAGE.

BROWNIE—CALDER—At the Presbyterian Church, Singapore, on March 22, by the Rev. W. Duncan, M. B. Brownie, youngest son of J. Brownie, Master of Mind, Kincardin, N.B., to Beatrice C. Calder, of Fremantle, W.A.

## The Hongkong Telegraph.

HONGKONG, FRIDAY, APRIL 4, 1913.

## THE PIRATE OUTRAGE.

It is easy to be wise after the event, and it is easy to distribute blame and responsibility broadcast for any public or private calamity. To-day everyone in this Colony is filled with indignation at what has happened on the Tai On, and police, naval authorities, Chinese in general and pirates in particular, are all being told very emphatically the way wherein they should not walk. In face of the difficulties attending the daily work of the European police of Hongkong, and of the patient and courageous fashion in which they carry out their task, it is atrociously unfair to charge them wholesale and indiscriminately with want of proper vigilance. Equally absurd is it to cast upon even a whisper of condemnation against the three Britishers who officered the ill-starred vessel.

Considering Hongkong's nearness to China, considering that, from time immemorial, piracy has been a recognised institution in this part of the world, and bearing in mind the fact that, in the present state of politics, China can but ill control far less crafty and pernicious offenders than the pirates, it is fair to own outright that such outrages as the one under discussion are surprisingly scarce. For the honour of our race and flag we are anxious to see them rendered scarcer still; and it should be Hongkong's firm resolution to prevent the recurrence of such an insult to British authority. If we do not blame the police as individuals, we may yet feel very strongly that there is something decidedly wrong with a system that allows ruffians of the type of the Tai On pirates to enter the Colony, and to leave it again in the guise of respectable passengers. We have always maintained, and shall continue to do so, that nothing like a sufficient check is kept on the immigration of persons from Canton. At the present moment our colony is swarming with every kind of criminal, beggar and cripple, not three per cent. of whom are British subjects. Practically, these come and go at will. Until, therefore, more careful surveillance is observed over strangers entering this port from Canton, we need never be astonished to find that British law here is set at naught.

The police may at present reasonably plead that they have no time to search for undesirable on the boats leaving here, because passengers are crowding on board up till the moment of steaming. But surely that is a matter easily remedied. What sort of law is it that cannot determine the time at which a boat shall start, or the hour at which passengers shall be aboard? If a Canton boat is timed to leave here at 9 a.m. or p.m., what is there to prevent an enactment forbidding the skipper to admit any Chinese on board after 8.30? That would give the police a clear half hour in which to make search and enquiry. One thing more. Since we are all agreed that law and order are not yet established in Chinese territory and waters, is it wise for the naval authorities to neglect to keep a couple of river gunboats between here and Canton? How long China may take to right herself it is impossible to say; but, till that happy consummation, it is the duty of the British to help her to do what she cannot do for herself, especially in cases like the present one, wherein British lives and property are in danger.

## The Absent Gunboats.

Is it a mere accident that the piratical attack on the "Tai On" was coincident with the presence in Hongkong Harbour of the patrol gunboats Sandpiper and Robin? Or were the pirates basing their hopes of getting clear away on that very fact? One may fairly assume that they were, from the circumstance that they were bold enough, having run the vessel on a sand bank, to fire rockets to summon sampans in which they were conveyed ashore. Had a patrol boat been in the vicinity, it would have been attracted by these rockets, and no doubt the pirates based their calculations on the knowledge that two gunboats were safe in Hongkong. By the way, a statement in yesterday's issue to the effect that the robber shot during the affair at Ping Shan was a Chinese commissioned officer, is not without some interest at the moment. The new Government, in all fairness, is doing its best to put down piracy and armed robbery, but if its own officers cannot be trusted or kept in check, it has evidently a serious task to face.

## Carelessness—Or Worse?

Touching the Ping Shan affair, we are informed that the policeman who was shot in the leg during the fight with the robbers was seen, the following evening, limping up Pedder Street, and wearing only one boot. Evidently he had come all the way—most of it by train of course—without help. At any rate he was making his way alone to the hospital in Hongkong. If this is true—and it comes from a fairly good source—it points to carelessness or mismanagement somewhere. It may have been his own fault, or the fault of his comrades in Ping Shan, for anything we know, but someone appears to have been guilty of almost heartless carelessness. One would have expected to find the ambulance in readiness for him here, or at least to hear that he was met by someone. It would be interesting to learn just why he was left to make his way without help of any kind.

## Dark Days.

From the latest telegrams to hand it is apparent that we are on the eve of grave developments of the Balkan trouble. Were this not so, the Powers would surely not go the length of intervening by way of a joint naval demonstration against one of the Allies. In a measure one can sympathise with Montenegro. She has made big sacrifices in men and money, sacrifices altogether out of proportion to the reward which the Powers have decided she is to reap. But the fact cannot be lost sight of that, in agreeing to mediation by the Powers, she is bound to their decisions, however distasteful they may be. The ugly factors in the situation are that the other Allies appear determined to stand by Montenegro and that Russia is reluctant to acquiesce in the coercion of the Slavs. What the upshot will be no-one knows, but it is clear that an acute stage in the crisis has been reached, and that it will take all the resources of diplomacy to avert a terrible European embroilment. We can only hope for the best, but the sky is black and lowering.

## Picturesqueness and Sanitation.

Why cannot the picturesque and the hygienic co-exist? Apparently they cannot in Cornwall, for, as we stated the other day, the villages which artistic visitors to that county most love to sketch or to admire are those where disease is most prevalent. Nor is this a new discovery, for Charles Kingsley pointed out the same melancholy fact some sixty years ago, as regards Cornwall, Hampshire, and Berkshire. And what of our cathedral cities? The majestic fumes, before whose beauty men bow their heads, are over-run with rats, the precincts are ill-drained, and the fabric is often tottering. An exception that occurs to us, wherein beauty and healthy surroundings are combined, is the city of London. From the Tower to the Law Courts and from London Bridge to the G.P.O., there is surely as fine an array of ancient and picturesque buildings as one could wish to see. Yet where can one find more thorough sanitation or purer water? With this fact in our minds we refuse to believe that it is necessary to sacrifice beauty on the altar of sanitation.

## DAY BY DAY.

The talent of success is nothing more than doing what you can do well, and doing well whatever you do without thought of fame.

## The Mails.

American Mail.—Closes per s.s. Nippon Maru at 4 p.m. to-morrow.

Canadian Mail.—Closes per s.s. Empress of India at 5 p.m. to-morrow.

Siberian Mail.—Closes per s.s. Empress of India at 5 p.m. to-morrow.

## German Mail.

The German Mail of the 4th March, was delivered in London on April 3.

## Departed.

Mr. and Mrs. A. S. Sorensen were among the passengers who left for Home by the s.s. Luetzow.

## Visitor from Manila.

Mrs. Chas. S. Lobingier, wife of Judge Lobingier of Manila, is staying at the Hongkong Hotel.

## Junk master Fined.

At the Marine Court this morning before Commander Basil Taylor, R. N., P. S. Cashman charged the Master of a licensed trading junk, with failing to report his arrival at Stanley to the Harbour Master's office there.

The defendant was fined \$2.

## Fire in Caine Road.

A small fire was reported yesterday afternoon as occurring in Caine Road. A boiler for boiling tar took flame in the roadway. The alarm was raised but the outbreak was extinguished by P. W. D. workers who were on the spot.

## Body in the Harbour.

The body of an Indian, in a very decomposed state has been found in the Harbour, the man being about thirty years of age. The cause of death is unknown. Some time ago an Indian policeman reported that his brother was missing, but it has not yet been ascertained whether the body found is that of the man reported missing.

## Fire at Wanchai.

The police report that a fire broke out at 73, Nullah Lane, Wanchai, about 9.15 last night and the place was completely gutted. The cause of the fire is unknown. The building is a two-storied one and the ground floor was a carpenter's shop divided into cubicles. The damage to clothing and household effects is estimated at \$165, but the damage to the building is not yet ascertained.

## Transferred to Harbin.

We are informed that Mr. L. G. Schmitte, of the Chinese Maritime Customs, Kowloon, has been transferred to Harbin. Mr. Schmitte, left Hongkong by the s.s. Anhui, yesterday, when he was seen off by Mr. J. A. Karkatzky and other officials of the Chinese Maritime Customs. With Mr. Schmitte travelled Mr. J. J. Gorman, another official who has just returned from long leave in Australia.

## Reported Robbery with Violence.

The police report that a robbery with violence occurred in the early hours of this morning at a house in Lower Lascar Row. Three men entered the house, tied up the female inmate, and took some clothing and \$3.05 money. Two men were arrested by two Chinese constables and the money and clothing were recovered. A bundle of silk was also found in the street. One of the men made good his escape.

## THREE MILLIONS WELL SPENT.

Speaking at a meeting at the Hotel Cecil, held to inaugurate a national campaign to advertise advertising, Mr. T. J. Barratt, chairman of "Pearl Soap," said it is commonly supposed that advertising necessarily increases the cost of the advertised article, but his very lengthened and extensive experience proved entirely the contrary. "As a consequence of that expenditure," he said, "the greatly increased output has resulted in enabling us to reduce all our costs of production that our speciality to-day is obtained by the public at over 30 per cent. less than the price charged without that advertising expenditure." Mr. Barratt added: "To-day, after twenty-three years of time, bringing my total to some three millions spent in advertising, my experience permits me still to endorse that statement."

## PIRACY NEAR HONGKONG.

## AMAZING OUTRAGE ON THE S.S. TAI ON.

TWO MEN SHOT: PASSENGERS WOUNDED;  
VESSEL LOOTED.

A case of piracy, of a particularly daring kind, took place on the s.s. Tai On, on Wednesday night, close to the waters of the Colony. Two men were killed and three are now in hospital in Hongkong suffering from gunshot wounds sustained during the attack.

The affair appears to have been carried out after careful planning. The Tai On left Hongkong about seven o'clock on Wednesday night, with some 400 passengers on board. Just after ten o'clock, when the vessel was some miles from Lin Tin, a number of the passengers, variously estimated at from fifty to eighty, who were well-armed made a concerted attack, took charge of the ship, held up the officers and looted the vessel.

## Shot dead at His Post.

The Chinese coxswain was shot dead at his post and a coolie passenger was also killed. The pirates had their own pilot on board, and he, after the ship was ransacked, ran the steamer ashore on a sand-bank off Sai Heung, in the Nam Tan District, which is in Chinese territory. They then sent up rockets, and sampans arrived to take them off, though the ship's boats were also employed for this purpose. The pirates damaged one of the engines and had apparently carefully planned not only the attack itself, but had taken every measure to ensure that they should not be readily followed.

The officers, together with a European lady missionary who was on board, were not seriously interfered with beyond being covered with revolvers and prevented from taking any steps to protect the ship. It would appear, however, that for some little time there was a feeling amongst some of the pirates in favour of shooting them, but the wiser counsels of their leader prevailed, and they were in no way harmed.

The Tai On returned to Hongkong yesterday afternoon, after being assisted to get off the sand-bank by the steam-launch Shun Hon.

A Government reward of \$2,000 dollars is offered for information leading to the arrest of any of the pirates.

## Police Report.

The official police report which is very brief states:—

The s.s. Tai On is of 438 registered tonnage and it is owned by the Kwon On Steamship Company, 240, Des Voeux Road. The steamer, under the command of Captain Holmes, left Hongkong at seven p.m., on the 2nd inst., starting from the Li Kee Wharf with about 400 passengers and a general cargo. There was a European lady passenger on board bound for Kwongmoon. Everything went well until a few minutes before ten o'clock and, when the ship had passed a line of fishing stakes about six miles from Lin Tin, a number of the passengers, about fifty in all, armed, took charge of the ship and tied up the officers and the European lady, putting them into one cabin. They then ransacked the ship and stole money, jewellery, clothing and a fully equipped life-boat of the total value of \$25,000. They damaged one of the engines and ran the steamer ashore on a sand-bank off Sai Heung, in the Nam Tan District, Chinese territory, and the vessel remained there until the following morning. About a quarter to ten, with the assistance of the steam-launch Shun Hon, the ship was got off the sand-bank, and then returned to Hongkong and made fast to the man-of-war anchorage. All the pirates are supposed to be men averaging from twenty to forty years of age, all very well dressed. The Chinese coxswain was apparently shot dead at the wheel, and a coolie passenger, aged about twenty

one years was also killed. Three Chinese were removed to the hospital suffering from gunshot wounds yesterday evening.

## Booked First Class.

Apart from the above report we have also been informed that a party of police, along with Inspector Kerr and Lance-sergeant Wills, of the Water Police are investigating the matter and are taking whatever steps may be required.

A representative of the "Telegraph" in the course of a conversation with a prominent police official was informed that the pirates booked as first class passengers and had the use of the upper deck. The ship had so many passengers that some were placed on the bridge deck. An aversion is shown by wary Chinese towards being searched and it is his opinion that whilst the Chinese passengers are allowed to approach so near the bridge and the officers quarters, piratical raids as these will be facilitated. The official was loud in his praise of the lady missionary and said her exhibition of courage and resource under such terrible circumstances could not be over-rated.

## Navy not Notified.

On enquiry at the Commodore's office, we learn that the naval authorities have not been officially informed of the piracy, and that they are at the moment taking no action in the matter. We were further informed that there are some men-of-war patrolling the West River, as usual, but that these would not likely be in the vicinity of the place where the piracy occurred, as it is only just outside Hongkong waters.

## Government Offers Reward.

We are requested by the police authorities to state officially that the Government is offering a reward of \$2,000 for information which will lead to the arrest or the bringing to justice in the Courts of Hongkong of any person or persons who took part in the piracy.

## Harbour Office Report.

A call at the Harbour Office elicited the fact that an official report of the affair had been made to the Harbour Master. This stated that the steamer left Hongkong with 400 passengers and about 10 o'clock, when four miles S. 21 W. of Lintin Island Peak, about 80 of the men took charge of the boat, overpowered the crew and locked up the Captain and officers as well as a lady missionary, who was the only European passenger on board. They ransacked the vessel and ran her on to Kong Bank about two o'clock in the morning, when they left her taking their booty with them. There were two Chinese killed and a number wounded, the latter being taken to hospital on arriving in Hongkong. Each man among the robbers had at least two revolvers and the attack began at a given signal.

The point at which the trouble began is, we gather, outside Hongkong waters by about four miles, and the bank on which the steamer was piloted by the robbers is about 15 miles further ahead. The actual distance of Hongkong from the place where the attack commenced is twenty-two and a half miles.

## Lady Missionary's Graphic Story.

One of our representatives was fortunate enough to secure an interview with the English lady missionary who was the only European passenger on board the steamer when the affair occurred. This lady had been in Hongkong and was returning to Kwongmoon, and, having resided in the East for many years, and knowing the Chinese language well, she was able to intervene when the trouble occurred and to urge the robbers to respect the lives of those on board. This will be seen from the facts which she conveyed to our representative.

The first question our representative put to the lady was whether or not her suspicions were aroused before the affair actually began. She replied that it was negative, adding "The robbers commenced directly the passengers' money was collected, which was about 10 o'clock. I was in my cabin at the time. I heard scuffling on the upper deck, but at first I thought it was merely a quarrel between some of the Chinese. Then there were shouts and the firing of revolvers, accompanied by cries in Chinese of 'Don't strike.' Then I knew that there was something of a grave character occurring."

## A Shot Through the Window.

"The next thing I remember is that I went to close my cabin window, and a shot was fired through it. Then five men, fully armed, entered my cabin. I said to them, 'I hope you are not going to fire. I have a gold watch and a certain amount of silver; you can take that.' This they did. There must have been at least 250 revolvers among these men, for there were quite 80 robbers and each of these had two or three, and some four, revolvers. I counted at least twenty-five of these men on our deck, and they were also scattered about all over the ship."

"The next thing I did," continued the lady missionary, "was to go into the Chinese women's cabins, and shortly afterwards I was again approached by the robbers, who demanded that I should open the officers' lockers in the cabins adjoining mine, as they had no English keys and did not know how to open the lockers. I got the keys from the engineer and was forced to open the drawers, etc. Then I was taken into the Captain's cabin, where the Captain, the First Officer and the Engineer were seated, with an armed guard standing over them. There was no danger, I should like to say here, unless we resisted; the robbers said that from the first."

## Gentlemen! Pirates!

Asked if she pleaded with the robbers to respect life, our informant said:—"I spoke to them, telling them that life was more valuable than property. I told them that whatever property we had we were willing they should take, but that we regarded our lives as far more valuable, and that I thought the British Government would too. Of course, I knew the Chinese language and their disposition well, and I soon saw that these men were robbers; they wanted money, they did not want to kill anybody. In reply to my remarks they quite assented to what I said, and assured me they did not want to take our lives if we did not resist. These men, I might add, were quite a good-looking class of Chinese, and if one saw them on the street one would certainly take them for Chinese gentlemen."

Continuing her story, the lady said:—"About two o'clock in the morning the robbers tied up the Captain and officers. They tied their hands, but they did not tie me up, though just before leaving the ship they looked me up separately in my cabin. They clearly had lost their bearings all this time, for they had certainly meant to clear off as soon as they had got all the booty. But this they did not do, for the trouble began at 10 o'clock and they did not leave the ship until nearly three o'clock in the morning."

"There is not much more to tell," added the lady. "They ran our ship on to a bank with disabled engines, and before making their departure one of the ship's boats they destroyed the electric awn-boards, leaving us all in darkness. Eventually the engine succeeded in getting the engine on the port side going and we left at high water, about 11 o'clock in the morning, reaching Hongkong in the afternoon. There were some Chinese killed. I know, but I saw nothing of this."

"After an affair of this sort," she added, "I certainly think there should be a much stricter inspection of passengers' luggage before the ship leaves Hongkong. These men were armed to the teeth with revolvers; they had them tied to their wrists with red tape, and some of them also had them slung round their waists. Then, too, I think it would be wise for the present at least, China not to be getting its boats

(Continued on Page 10)



## THE BANK NOTE CASE.

Sano Cross-examined by Mr. Slade.

The bank note case was continued this morning, before the Chief Justice, Sir William Rees Davies, at the Supreme Court.

The persons charged are Baicha Furukawa, Shikukahi Itatsuyani, Keiko Nagao, Kiyoto Nishiyama, Fukugo Sano, Ki Kakazawa, and Takao Tanabe, alias Iryo Tanabe, and they were charged that, on June 20, 1912, and on divers dates up to December 23, they did conspire to obtain and acquire for persons, who would be induced to purchase or accept certain false and forged current money notes, for \$5 each, purporting to be issued by the military government of Kwangtung, representing large sums of money.

Prisoners pleaded not guilty. The following comprise the special jury:—Messrs. Alexander McKenzie (foreman), Ellis Kadorie, M. S. Sassoon, E. H. Thiel, W. S. Brown, S. H. Dodwell and T. F. Hough.

Mr. E. H. Sharpe K. C., Mr. M. W. Slade K. C., with whom Mr. Eldon Potter, instructed by Mr. Bowley, of Messrs. Denny and Bowley, appeared for the prosecution; Mr. C. G. All instructed by Mr. Reader Harris, of Messrs. Wilkinson and Grist, for the first two defendants, and Mr. F. C. Jonkin, instructed by Mr. J. H. Gardiner for the rest.

A Genuine Note. The sixth prisoner, Sano, who was in the box over night, was cross-examined by Mr. Slade. Witness was handed a genuine note.

Mr. Slade:—You will notice that there is a seal on that genuine note.

You may take it from me that it is a genuine note; it has been proved to be genuine. You notice at the side a seal, half on?

—Yes. I presume you appreciate that that seal is put half on the note and half on the register of notes which are kept at the Treasury?—I don't know where the other half was put.

Does it not strike you, as a business man, that the object of putting half the chop on the note and the other half impressed somewhere else, is for the purpose of, in future, ascertaining whether that note is a genuine note, because, if it is, it will fit in with the impression on the register?—I think that is so.

Is not that, in any Japanese documents of more than one page, the habit, that the persons, sealing the document, impress the seal partly on one sheet and partly on the other?—Yes.

Object of the Register. So you are quite sure, are you not, that the seal there is put on for the purpose of keeping a register of those notes?—I don't know.

Now then, similarly, can you give any idea of what is the object, a number on the note?—I think the other half is kept for reference.

And one number on the note and the other on the other half?—I don't know about the numbers.

Would it be possible out of an issue of one million notes, unless the other half of the seal is numbered in the register to correspond with the note which is sealed in that position in the register, to find which note corresponds with which seal?—I do not know.

What is that is the object of this register unless each individual half of the seal is numbered to correspond with the note bearing the other half?—I have no idea about this. What I have seen is half the seal used on my office is giving out receipts, we keep the counterpart, and also I have seen it in a pass book.

Witness, coming to the date of arrest, said he knew the others were going out to dispose of a quantity of notes in pursuance of the agreement made the previous evening with Pong. He and Nishiyama went with them; the latter leaving the house before he did. Witness went to the Jokyo Hotel, and met the party on the road with the notes. He said he went with the party to show them the way to the Hop Hing shop; he was asked to do so.

The seventh prisoner Oawra said he was approached in connection with this matter on October 27 of last year, by No. 4, by telephone. No. 4 said he had some good business which he

proposed asking him to undertake; he was a printer and was head of the Osawa Printing house. He was introduced to Nishiyama by No. 4, who said the former had contracted with the Chinese Government to print notes. He asked witness to print them, offering him ultimately the price of \$4,000. Of that sum he had been paid Yon 500, by Nishiyama. Furukawa told him the order was from the Chinese Government and that the necessary steps had been taken at the Home Office and with the Metropolitan police at Tokyo. Furukawa asked him to do the work as there would be no trouble. Before he met Furukawa on this business, he did not know him. He came to Hongkong to receive payment for the printing from Nishiyama.

## CORRESPONDENCE.

The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph."

## THE POLICE AND THE RIVER BOATS.

To the Editor of the "Hongkong Telegraph."

Dear Sir,—The spasmodic allegations against the Police Force upon every occasion that a piracy or armed robbery occurs, seems hardly fair to a body of public servants whom, I think, it should be the Colony's boast to possess. The successful "hold up" of the "Tai On" on Wednesday night is, in part, attributed, in certain quarters, to the alleged inefficiency of the search of the passengers' person and baggage on board the steamer's departure from Hongkong. Anyone acquainted with the method of procedure must surely realize that it is humanly impossible for such searches to be thoroughly effective under existing conditions. That the method is capable of improvement admits of no doubt, if only the Police are given a fair chance.

At the present time all sorts and conditions of Chinese passengers are allowed to rush into the steamers up to the very moment the gangway is lowered. At the same time as some with their heavy loads of bundles, boxes and baskets are promiscuously hastening up the gangway from the wharf, not infrequently men and even women have been seen to scramble up the deck from sampans. This is done just as the steamer is moving off the wharf and when the police officers have left the boat. It is not at all improbable that in the case of pirates this practice is designedly resorted to so as to elude the police.

Under the circumstances, how can any detection of arms that have been skillfully and surreptitiously stowed away in the last named passengers' luggage be made? With the credit of the lynx eye they are assumed to possess, the Police are admittedly helpless unless and until they are given an opportunity to examine each and every one of the suspects' belongings before departure. And this, I think, is far from being impracticable if a time limit be placed on Chinese deck passengers' time of embarkation.

In the Shipping Companies' own interests, and if it be made a statutory requirement so as to prevent infringement of the regulation by rival companies, there should be a rule that no Chinese passengers should be allowed to board any River steamer later than half an hour before the scheduled time of departure. Exceptions may, however, be made of those who had previously booked their saloon passages but whose luggage must be sent on board not later than a certain specified time. In this way, the Police examination can be made more searching and effective and would be pirates and cut-throats, such as endanger life and property on the Canton River, delta, will have far less chance of escaping Police vigilance in Hongkong if they attempt to board vessels in the harbour in the guise of harmless passengers.

Your Faithfully,  
J. P. BRAGA.

## UNIVERSITY OF HONGKONG.

## Regulations for the Entrance Examinations.

We have received from Mr. W. J. Hinton, registrar of the University of Hongkong, a copy of the regulations for the entrance examinations, particulars of which were forwarded to the school-masters last term. The syllabus was drawn up by the University after careful consultation with representatives of the leading schools, and it is believed that it will satisfy the requirements of Hongkong and of China generally, both as an entrance examination, and as a leaving certificate.

A third group (C) has been added to the groups which are necessary to secure entrance here. These will probably be taken in addition to the other subjects, by scholars who do not intend to enter the University, but require a leaving certificate.

We propose, later, to discuss the degree subjects mentioned in the syllabus. We would remark now, in passing, that the Matriculation English examination promises a very satisfactory and searching test—provided the percentage of marks justifying a "pass" be not placed too low, as is sometimes the case in Home examinations. The mathematical test—three books of Euclid with easy deductions, and Algebra up to quadratics—threatens to let candidates off lightly. The average English public school boy of fourteen who could not obtain seventy-five per cent of marks on this class of paper could probably hear something to his disadvantage from his form-master.

We note that the Senior Oxford or Cambridge Locals certificate will be accepted in lieu of the Matriculation exam. This seems fair enough, so long as a boy has gained special distinction in Mathematics. Otherwise his certificate may prove but a poor guarantee of his fitness to proceed on the special Arts, Engineering or Medical course. It is interesting, too, and most satisfactory, to see that the University authorities suggest that the Matriculation would make a good standard for what the Schools Education requirements rightly insist on—a "leaving certificate."

## LOCAL SPORT.

## CRICKET.

The following have been selected to play against R. C. A. at Kowloon on the Saturday. Play is to commence at 2 p.m.:—K. R. Macaskill, Eng. Lt. Smith, W. E. Dixon, H. S. Rouse, F. J. De Rome, W. T. Elson, J. H. Mead, A. R. F. Raven, Capt. Wood, C. Brown, W. L. Weaver.

Hongkong "B" v. R. E. The following will represent the Hongkong Cricket Club "B" team against the R. E. at Happy Valley on Saturday, 5th April. Play is to begin at 2.15 p.m.:—R. Hancock (Capt.), A. A. Claxton, P. H. Cobb, S. H. Dodwell, E. A. S. Fowler, H. Hancock, A. O. Lang, M. M. Maas, Chief Paymaster Pearson, G. W. Rogers, A. N. Other.

Hongkong Cricket League. The following is the table up to date:—

Club	P.	W.	D.	L.	Pts.
Hongkong "B"	13	12	—	1	36
Craigengower	15	0	1	5	28
Civil Service	11	6	2	3	23
Kowloon	13	6	2	5	20
Hongkong "A"	10	5	1	4	16
R. G. A.	8	3	1	4	10
Staff and Dept.	11	2	3	6	9
R. E.	7	1	1	5	4
H. K. Police	10	—	1	0	1

3 points—a win.

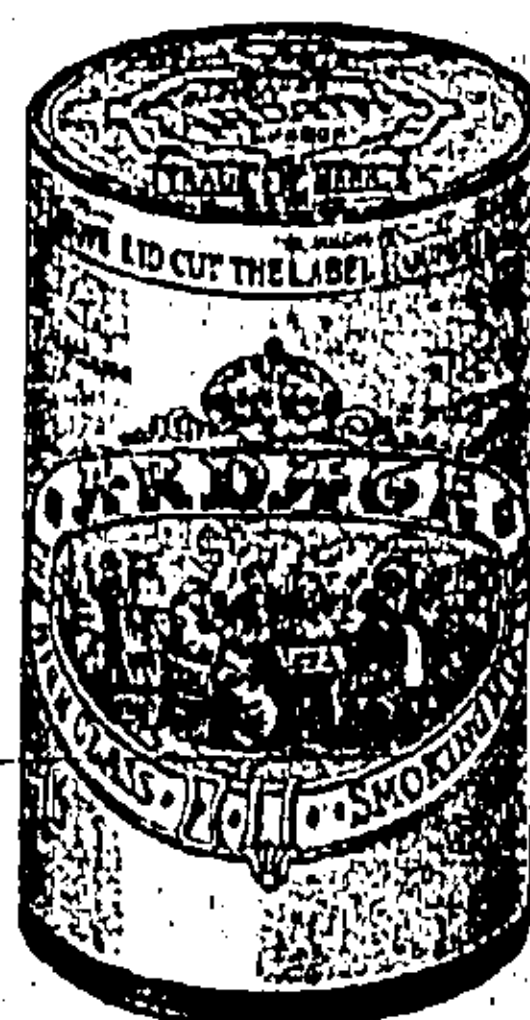
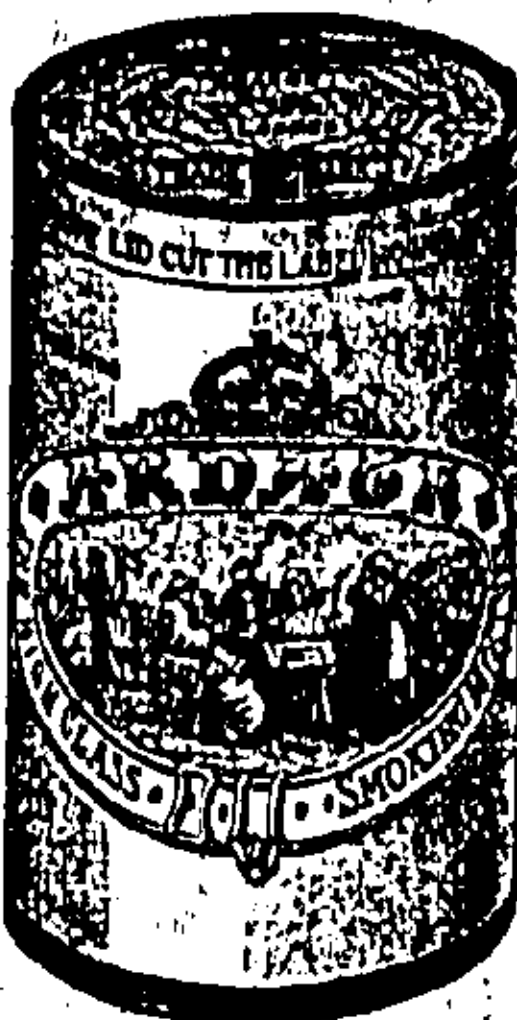
1 point—a draw.

## FOOTBALL.

The final for the Hongkong Football Shield takes place tomorrow between the Royal Engineers and the D.O.C.L. Left Half Bittin. The match takes place on the Hongkong Football Club ground, commencing at 4 o'clock. Mr. A. P. Storr will be the referee.

After the match the Shield and medals will be presented by Mrs. E. B. Hallifax.

Mohammedan College for Poona. There is a scheme preparing a Mohammedan College at Poona on the lines of the Aligarh College. A Mohammedan has offered donations of ten lakhs if the project matures.



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## BANDMANN OPERA COMPANY.

Tonight's Play—"Autumn Manoeuvres."

The Theatre Royal was again crowded last night when "The Girl in a Taxi" was played; and the audience was particularly enthusiastic. To-night "Autumn Manoeuvres" is to be staged.

One remarkable thing about the production of "Autumn Manoeuvres" is that, though it did come originally from Vienna, it has been so transmogrified by Mr. Henry Hamilton and a batch of English composers and lyricists, including Mr. Howard Talbot and Mr. Lionel Monckton, as to turn out more English, than any English Musical Play that has been produced in recent years.

Ambermere Park, the home of the Falconers for many generations has come into the hands of the mortgagees, as the last life tenant was unable to keep up the payments due. Captain Frank Falconer the present heir is in the 12th Hussars and at one time was engaged to the present tenant in the person of Miss Alice Luttrell whose father made her break off her engagement to Falconer.

Now, it so happens that the gallant 12th Hussars are quartered along with the Broadshire Territorials in Ambermere Park during the Autumn Manoeuvres. Miss Luttrell has a house party and the officers of the former are invited to a dinner party and dance, but Falconer declines her invitation and at the last moment he sends Captain Withers of the latter regiment to take his place. Now Withers is quite a fine chap in his own way, but he is more at home in his grandma's grocery store than in charge of a body of men and when he comes to drilling them—well, if it wasn't for the Sergt Major, goodness knows what would happen. The officers resent his appearance at Ambermere and they "rag" him unmercifully but he more than even matters up by getting them in disgrace with the General and finally brings Alice Luttrell and Frank Falconer together.

The part of Captain Withers was created by Mr. Hundley Wright at home and this is now entrusted to Mr. Alfred Frith in the Opera Company. He is the life and soul of the piece and whether he is singing about how to come to be a soldier or reciting an excerpt from the works of Shakespeare, he is one continual scream. To hear him discuss on table-manners and in particular with regard to peas is one of those things that should not be missed by any who enjoy a hearty laugh.

Divided into three Acts the piece gives ample scope for lavish scenic display whilst the mounting in general is of a most sumptuous character. From the moment that the gallant 12th Hussars come marching on the stage it is one series of good song, dance and laugh. To see Captain Withers drill his men must be seen to be believed, but without a fine chap and one that may be relied upon.

## FIRE AT CHEUNG SHAWAN.

Damage in Boat Building Yard Estimated at \$20,000.

A fire of considerable dimensions broke out about three o'clock yesterday afternoon in the boat building yard at Cheung shawan, and is supposed to have been caused by driving hot rivets into an iron steam-launch. There was a wooden (leak) launch being built at the time in the same shed in which the fire occurred and it was completely destroyed, nothing but the ashes and the bolts being left. The launch was insured for \$3,000 but the other articles in the shed were not insured and the damage done to them is estimated at \$18,000.

It appears that the wooden launch was on the slipway, practically finished, while the fire originated near by where riveting was in actual progress on a steel launch under construction. The fire boat was called into service and arrived on the scene in very quick time, but the flames had got a good hold, and the services of the boat were required till well on into the evening. It returned to the Hongkong at about 8 o'clock. No one is reported as having been injured.

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"E. of Japan" ...	April 26	"E. of Ireland" ...	May 29

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To Vancouver, B.C., calling at Shanghai, Nagasaki (through the inland sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.  
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32] Corner Pedder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)  
For Steamship On:  
MANILA.....YUENSANG.....Saturday, 5th April, at 2 p.m.  
SANDAKAN.....MAUSANG.....Monday, 7th April, at Noon.  
SHANGHAI.....HANGSANG.....Tuesday, 8th April, at daylight.  
S'PORE, Penang & Calcutta. CHUNANG.....Tuesday, 8th April, at noon.  
SINGAPORE, PENANG & CALCUTTA.....Wednesday, 9th April, at 2 p.m.  
SHANGHAI.....KWONGSANG.....Thursday, 10th April, at noon.  
MANILA.....LOONGANG.....Saturday, 12th April, 2 p.m.  
RETURN TOURS TO JAPAN (Occupying 3 days).  
The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
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Subject to change without Notice.  
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For Steamship Date of Sailing:  
LONDON & ANTWERP.....DEN OF CROMBIE.....About 5th April.  
MARSEILLES, LONDON & ANTWERP.....DEN OF GLAMIS.....30th April.  
NEW TRANS-PACIFIC "SHIRE" and "GLEN" JOINT SERVICE.  
VICOVER, SEATTLE, FLINTSHIRE.....About 5th April.  
TACOMA & P'LAND. HARPAGUS.....10th June.  
VICTORIA, VANCOUVER & SEATTLE. MONMOUTHSHIRE.....27th June.  
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HONGKONG TO CANTON. CANTON TO HONGKONG.  
FRIDAY, 4th APRIL.  
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."  
SATURDAY, 5th APRIL.  
8.00 a.m. "HONAM." 8.00 a.m. "HEUNGSHAN."  
10.00 p.m. "HEUNGSHAN." 5.00 p.m. "KINSHAN."  
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.  
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S.S. "SUI AN" at 8 a.m. from Wing Lok Street Wharf.  
S.S. "HEUNGSHAN" 2 p.m. from Company's Canton Wharf.  
Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.  
EXCURSION TO MACAO  
SUNDAY, 6th APRIL.  
The Company's Steamship, "SUI AN," will depart from the Company's WINGLOK STREET WHARF at 9 a.m. and return from Macao at 7 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's WING LOK STREET WHARF.  
This steamer connects with the excursion steamer returning from Macao at 7 p.m.

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CANTON-WUCHOW LINE.  
S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
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(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination	Steamers	Sailing Date.
CALCUTTA via S'pore, Penang & Rangoon	CEYLON MARU Capt. Noma	T. 12,000 { SATURDAY, 5th April.
VICTORIA, B. C. & SEATTLE via Shanghai, Moji, Kobe, Yokkaichi & Yama	SADO MARU Capt. Asakawa	T. 12,500 { TUESDAY, 8th April at Noon.
N'SAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. Yagi	T. 9,600 { WEDNESDAY 9th April at Noon.
SHANGHAI, MOJI & KOBE	ISANUKI MARU Capt. Richards	T. 12,500 { WEDNESDAY, 9th April.
KOBE & YHAMA	TANGO MARU Capt. Kawa	T. 12,000 { THURSDAY, 10th April.
	JINSEN MARU Capt. Machida	T. 6,000 { THURSDAY, 24th April.
LONDON & Antwerp via S'pore, Penang, Colombo, Suez & Port Said and Marseilles	KITANO MARU Capt. E. Cope	T. 16,000 { W'NESDAY, 9th April, at daylight.
	IYO MARU Capt. Hirase	T. 12,500 { W'NESDAY, 23rd April, at daylight.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	YAMATA MARU Capt. Sekine	T. 7,000 { W'NESDAY, 9th April, at Noon.
	INABA MARU Capt. Tomimaga	T. 12,500 { W'NESDAY, 7th May, at Noon.
BOMBAY via Singapore and Colombo	RANGOON MARU Capt. Kamoshita	T. 12,000 { MONDAY, 14th April.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Kitano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Tango Maru	13,500	21st May.

FOR AMERICA.

Steamer.	Tons displacement.	Leaving H.K.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.
Tamba Maru	12,000	3rd June.

(Subject to change without notice).

T. KUSUKOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
SHANGHAI.....	"CHENAN".....	5th April, at midnight.
MANILA, CEBU & ILOILO.....	"KAIFONG".....	8th April, at 4 p.m.
TIENSIN.....	"HUICHOW".....	8th April, at Noon.
SHANGHAI.....	"CHINHUA".....	10th April, at 4 p.m.

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RUBI.....	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	THURSDAY, 17th April, 4 p.m.

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Hongkong 28th March 1913.

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Steamer	From	Expected on or about	To	Will leave on or about
Tikarom.....	JAPAN.....	1st half Apr.	JAPAN.....	1st half Apr.
Tikarom.....	JAPAN.....	1st half Apr.	JAVA.....	1st half Apr.
Tikarom.....	JAVA.....	1st half Apr.	JAPAN.....	1st half Apr.
Tikarom.....	JAVA.....	1st half Apr.	SHANGHAI.....	1st half Apr.
Tikarom.....	SHANGHAI.....	1st half Apr.	JAPAN.....	1st half Apr.
Tikarom.....	JAPAN.....	1st half Apr.	JAPAN.....	1st half Apr.
Tikarom.....	JAPAN.....	1st half Apr.	JAPAN.....	1st half Apr.
Tikarom.....	JAPAN.....	1st half Apr.	JAPAN.....	1st half Apr.
Tikarom.....	JAPAN.....	1st half Apr.	JAPAN.....	1st half Apr.

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S.S. "Nippon Maru".....	11,000.....	A. G. Stevens	April 5th Noon.
S.S. "Tenyo Maru".....	22,000.....	E. Bent	April 8th Noon.
S.S. "Shioyo Maru".....	22,000.....	H. N. Smith	April 29th Noon.
S.S. "Chiyo Maru".....	22,000.....	W. W. G. Cole	May 27th Noon.

These steamers are equipped with Turbine Engines and Triple Screw.  
All steamers carry Japanese Government wireless telegraph and post office INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU on TUESDAY, the 1st April, 1913, at Noon.

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PROPOSED SAILINGS FROM HONGKONG (Subject to alteration)

Steamer	Tons	Date of sailing
Bayo Maru.....	10,500.....	Thursday, April 8, Noon 1913.
Hongkong Maru.....	11,000.....	Wednesday, June 4 Noon
Kiyo Maru.....	17,000.....	Tuesday, August 5 Noon 1913.

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Steamers:	Tons	Startling	Apr. 15, at 3 p.m.	Apr. 22, at 1 p.m.	May 6, at 1 p.m.	May 13, at 3 p.m.
* Persia .....	9,000	"	"	"	"	"
* Korea .....	18,000	"	"	"	"	"
* Siberia .....	18,000	"	"	"	"	"
* China .....	10,200	"	"	"	"	"

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HONGKONG-MANILA SERVICE.		From MANILA.		To	
Leave Hongkong.	Arrive Manila.	Leave Manila.	Arrive Hongkong.	Leave Hongkong.	Arrive Manila.
Apr. 15 PERSIA	Apr. 17	Apr. 5 PERSIA	Apr. 7	Apr. 15 CHINA	Apr. 17
May 13 CHINA	May 15	Apr. 15 KOREA	Apr. 17	June 8 NILE	June 10
		May 11 MANCHURIA	May 13		

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LOG BOOK.

The Soyo Maru Case.

The suit brought by the owners, master and crew of the steamship Penang for salvage consideration to the amount of \$130,000 against the Soyo Maru, her cargo and freight was continued last week at Singapore. Mr. J. H. Sumner, Superintendent of the Straits Steamship Co.'s fleet, was called to prove the damage done to the Penang as set out in the statement of claim. Captain Hunter and Mr. Baker were then recalled and questioned briefly, and the case for the plaintiffs closed with that. In the afternoon the case for the defence was opened by the Hon. C. I. Carver. Addressing his Lordship (the Chief Justice), Mr. Carver admitted the services rendered by the Penang constituted what were known to the law as salvage services. His contention in the case was that the amount of the claim put forward was far beyond what was reasonable with reference to the actual services rendered, and with regard to the benefit from those services accruing to the defendants. As he understood, the claim was put forward for highly meritorious services but for which the steamer and its cargo would have been lost, and further, that such services were rendered at very considerable and grave risk to the Penang and those on board her. The defendants contended, and hoped to establish by evidence to the satisfaction of his Lordship, that the property in the ship, in the shape of its cargo, would not have been lost by reason of the facts they had evidence of. They further contended that the services rendered did not expose the Penang to any grave or serious risk, and that under those circumstances the amount they were called upon to pay should not be such as would come within the words "high salvage reward." Counsel proceeded to describe the Soyo Maru. The fire occurred by reason of an accident in the stove hole. It appeared that one of the engineers, endeavouring to release a nut from the filter, broke the nut and released the pin, which allowed the liquid fuel to come out and it got alight. Endeavours were made to prevent the spread of the fire, and for that purpose the sea-cock for the general service pump was opened. That was the only sea-cock that was opened, and it was opened for one purpose, and one purpose only, namely, an attempt to put the fire out. The first got beyond them, and they went on deck. He could not disguise the fact that the crew, the captain included, were in a very great state of alarm. There was a big blaze. The captain and the crew left the ship, evidently because they thought, with the burning of such a character, that for the saving of their lives they must leave it. That was the idea, no doubt, in their minds. They were very much frightened. But he thought he should satisfy his Lordship that their ideas with regard to the safety of the ship and the danger that she was in were very much exaggerated, and that, in fact, so far as fire was concerned, they need not have been in the state of alarm in which they were. Whatever views they might have had, whatever their ideas might have been, he submitted that the owners were not to be made to pay for a position which did not exist as to the danger of the ship by reason of the fact that the crew and officers took a "wrong" view as to what the danger was. There was, he added, no intention of abandoning the ship, in the shape of leaving her to her own devices. The case was adjourned.

European's Death in Tokyo.  
The death was announced last week of Mr. Louis Bridel, Professor of the Toyo Imperial University, from cardiac paralysis. He was sixty-two years old. Born in Switzerland, he came to Japan about thirteen years ago, being appointed Professor of the Law Faculty of University. He was greatly respected by the students. He leaves one son and four daughters.

At Port of the 5th of April, 1913.  
ALEXANDRA-DAVE  
The Nippon



## Shipping

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via STRAITS and COLOMBO,  
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And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (O.).  
Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,  
Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and  
Ports, and all North and South American Ports.

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OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Vancouver, S. & P. Land (Or.)
" BOYNE ..... 5th April	S. S. SCANDIA ..... 16th April
" LIBERIA ..... 13th April	For Marseilles & Hamburg:
" ALEXIA ..... 27th April	S. S. SPEZIA ..... 17th April
" SEGOVIA ..... 8th May	For Rotterdam, Bremen, H. & A.werp:
" FURSBULOW ..... 19th May	S. S. SACHSEN ..... 18th April
" BIRKENFELS ..... 24th May	For Hamburg & Antwerp:
" SAXONIA ..... 24th May	S. S. SENEAMBIA ..... 24th April
" PREUSSEN ..... 24th June	For Rotterdam, Hamburg & Antwerp:
	S. S. LIBERIA ..... 16th May
	For Rotterdam, Hamburg & Antwerp:
	S. S. BAYERN ..... 24th May
	For Y. & P. Land, S. & P. Land (Or.)
	S. S. S. NOKIA ..... 22nd May
	For Havre & Hamburg:
	S. S. ARABIA ..... 23rd May

For Further Particulars, apply to—

Hamburg-Amerika Linie,  
Hongkong Office.BRITISH INDIA S. N.  
CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG AND RANGOON.  
WESTWARD.

The S.S. "UPADA," 5237 tons gross Captain A. P. Loxton, will be de-  
patched for SINGAPORE, PENANG & RANGOON on the 8th April at  
noon, and will be followed by the S.S. "MUTTRA," 4611 tons gross, Cap-  
tain H. Carey, sailing hence on or about the 12th April at noon, taking cargo and  
passengers at current rates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,  
AGENTS.Telephone No. 215,  
Hongkong, 1st April, 1913.THE TAIKOO DOCKYARD  
& ENGINEERING CO. OF  
HONGKONG, Ltd.  
TAIKOO DOCKYARD,  
HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,  
FORGEWASTERS, BRASS & IRON FOUNDERS, CON-  
STRUCTIONAL, ELECTRICAL & MECHANICAL  
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,  
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and  
Wood Work.

GRAVING DOCK 78' x 38' x 34'  
Pumps empty Dock in 2-3 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons dis-  
placement, providing conditions for painting ships with most efficient results,  
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD  
CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for—

## THE LEEDS FORGE CO., LTD.

Specialists in the Manufacture of RAILWAY ROLLING  
STOCK of every description.Pioneers in the Design and Manufacture of PRESSED STEEL  
UNDERFRAMES and BODIES and ALL-STEEL RAIL-  
WAY WAGONS.

## JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL &amp; KEROSENE MARINE MOTORS 7-1/2 to 100 H.P.

As supplied to the British Admiralty &amp; War Office

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-  
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE  
CRAFT OF EVERY DESCRIPTION.MO OR PUMPING & LIGHTING SETS, MOTOR VEHI-  
CLES, etc.Dockyard Manager, Mr. J. REID, can be seen between 11 a.m. and  
12 noon at the Town Office.

## BUTTERFIELD &amp; SWIRE,

HONGKONG, CHINA &amp; JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 212.

## VESSELS TAKING CARGO.

## European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London via Usual Ports of Call	Assaye	P. & O. Co.	12 April
Havre & Hamburg, &c.	Scandia	H. A. L.	16 April
Havre, Hamburg & Antwerp, &c.	Senegambia	H. A. L.	21 April
Havre, Bremen & Hamburg, &c.	Liberia	H. A. L.	16 May
Marseilles and Hamburg, &c.	Spezia	H. A. L.	15 April
Marseilles, London and Antwerp	Don of Glamis	J. M. & Co.	30 April, about
Marseilles, London & Antwerp via S. Pore, &c.	Kitano Maru	N. Y. K.	9 April
Marseilles, via Saigon, S. Pore, C. P. Port Said	Atlantique	M. M. Co.	8 April
Mexico, Peruvian and Chili Ports via Japan	Buyo Maru	T. K. K.	23 April
Trieste, Fiume, Venice via Singapore, &c.	Austria	S. W. & Co.	7 April, about
Trieste, via Singapore, Penang, Colombo, &c.	Koerber	S. W. & Co.	13 April
Rotterdam, Bremen, Hamburg, & Antwerp, &c.	Sachsen	H. A. L.	13 April

## New York, San Francisco and Canada.

New York via Suez Canal	Welsh Prince	A. K. & Co.	12 April
San Francisco via Shanghai and Japan, &c.	Nippon Maru	T. K. K.	5 April
do do do do do	Persia	P. M. & Co.	15 April
San Francisco via Manila & Japan, &c.	Nile	P. M. Co.	31 March
do do do do do	Korea	P. M. Co.	22 April
Victoria, B.C. and Seattle via Shanghai, &c.	Sado Maru	N. Y. K.	April
Victoria, Vancouver, B.C., Seattle	Harpagus	J. M. & Co.	10 June, about
Vancouver via Shanghai and Japan, &c.	Empress of India	C. P. R. Co.	5 April
do do do do do	Empress of Japan	C. P. R. Co.	28 April
Vancouver, Seattle, Tacoma & Portland, &c.	Flintshire	J. M. & Co.	8 April, about
Portland, Tacoma and Seattle	Monmouthshire	J. M. & Co.	27 June, about

## Australia.

Australian Ports via Manila	Yawata Maru	N. Y. K.	9 April
do do do do do	Changsha	B. & S.	9 April
do do do do do	Coblenz	M. & Co.	19 April
do do do do do	Essex	G. L. & Co.	28 April

## Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. O. J. L.	Quick despatch
do do do do do	Tjimalit	J. O. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	Beginning of April
Singapore, Penang and Rangoon	Muttra	J. M. & Co.	7 April
Ilombay via Singapore, Penang & Colombo	Indo Maru	O. S. K.	28 April
Japan	Tjitaroom	J. O. J. L.	Quick despatch
Kobe	Luzon Maru	O. S. K.	19 April
Kobe and Moji	Jelunga	D. S. & Co.	18 April
Kobe and Yokohama	Kitano Maru	T. K. K.	9 April
do do do do do	Coblenz	M. & Co.	19 April
do do do do do	Prinz Sigismund	M. & Co.	29 April, about
Yokohama and Kobe	Tango Maru	N. Y. K.	10 April
Yokohama and Kobe via Shanghai	Fultala	J. M. & Co.	29 March
Tientsin	Austria	S. W. & Co.	7 April, about
Manila	Huichow	B. & S.	8 April
do do do do do	Yuen-sang	J. M. & Co.	5 April
Manila, Mangarin, Iloilo and Cebu	Loongsang	J. M. & Co.	12 April
do do do do do	Zafiro	S. T. & Co.	7 April
do do do do do	Bubi	S. T. & Co.	17 April
Swatow, Amoy and Foochow	Kaifang	B. & S.	8 April
Foochow via Swatow and Amoy	Haiyang	D. L. & Co.	8 April
Tamsui via Swatow and Amoy	Kaijo Maru	O. S. K.	9 April
Nagasaki, Kobe and Yokohama	Daigo Maru	O. S. K.	8 April
Shanghai, Kobe and Yokohama	Nikko Maru	N. Y. K.	9 April
do do do do do	Amazona	M. M. Co.	7 April
Shanghai, Moji and Kobe	Boyne	H. A. L.	5 April
do do do do do	Sanuki Maru	N. Y. K.	9 April
Shanghai, Moji, Kobe and Yokohama	Arratoon Apear	D. S. & Co.	11 April
do do do do do	Peking	A. N. & Co.	20 April, about
Shanghai and Moji	Shinyo Maru	N. Y. K.	23 April
Shanghai	Jelunga	D. S. & Co.	15 April
do do do do do	Tjitaroom	J. O. J. L.	Quick despatch
do do do do do	Tjibodas	J. O. J. L.	Quick despatch
do do do do do	Tjiki	J. O. J. L.	Quick despatch
do do do do do	Devanha	P. & O. Co.	10 April, about

## Russian Volunteer Fleet.

The STEAMERS of the RUSSIAN VOLUNTEER FLEET call-  
ing at Hongkong once a month both ways, Homeward and Outward,  
will accept Cargo and Passengers for the Ports they have to call at,  
on the way, according to the schedule as—  
HOMEWARD BOUND STEAMERS for Singapore, Penang,  
Colombo, Djibouti, Hodeidah, Djeddah, Suez, Port Said, Beyrouth,  
Constantinople, Batoum, Odessa.

The steamers are not bound to call at these ports, should  
there be no engagements to meet there.

OUTWARD BOUND STEAMERS for Nagasaki and Vladivostok.  
The Agency of the R.V.F. at Hongkong will also accept Cargo  
and issue through Bills-of-Lading for all Black and Azov Seas Ports,  
with transshipment at Odessa, and for Hakodate and all Ports of Tar-  
tarian Strait and Kamchatka with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the steamer's  
schedule will not be accepted any more by this Agency.

Next sailings from Hongkong:—  
The S.S. KIEV, 5566 R.T. Commander Stetky, Homeward  
Bound, is expected to arrive in Hongkong about the middle of April.  
The S.S. MOGILEFF, 6200 R.T. Commander Kekonoff, Out-  
ward Bound, is expected to arrive in Hongkong about the middle of April.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF,

Agent,  
Hotel Mansions, 3rd Floor,  
Booms Nos 12A & 14.

Telephone No. 1224.

Hongkong, 1st April, 1913.

MOVEMENTS OF  
STEAMERS.

## VESSELS ADVERTISED TO

## DEPART TO-MORROW.

For.	Vessel.
Philippines.	Yuen-sang.
Macao.	Sui Tai.
San Francisco.	Nippon Maru.
Vancouver.	Empress of India.
Shanghai.	Chenan.
Shanghai.	Hangsang.
Japan.	Boyne.
Calcutta.	Ceylon Maru.

## VESSELS ADVERTISED TO

## ARRIVE TO-MORROW.

From.	Vessels.
Sabang.	City of Baroda.

## AMERICAN MAIL.

The T. K. K. s.s. Chiyo Maru  
arrives at San Francisco from  
Honolulu on the 7th inst., and  
leaves again for Hongkong on the  
19th inst.

The T. K. K. s.s. Shinyo Maru  
left Honolulu for Yokohama  
on the 28th ult., and is expected  
here via Manila on the 22nd inst.

The P. M. s.s. Siberia left San  
Francisco on the 29th ult., for  
Hongkong via Honolulu, Japan  
ports and Shanghai.

The P. M. s.s. Korea arrived at  
Yokohama on the 2nd inst., with  
the United States mail, which has  
transferred to the s.s. Empress of  
India, arriving in Hongkong on the  
14th inst. The Korea will arrive  
on the 15th inst.

## CANADIAN MAIL.

The C. P. R. s.s. Empress of  
Japan left Vancouver, B.C., on  
the 20th ult., at 10 p.m., and is  
due to arrive at Hongkong on the  
10th inst.

## AUSTRALIAN MAIL.

The E. & A. s.s. Eastern left  
Sydney for this port via Queens-  
land Ports Port Darwin, Timor  
and Manila on the 14th ult., and  
may be expected here on the 6th  
inst.

## MERCHANT STEAMERS.

The T. K. K. s.s. Buyo Maru  
leaves for Japan and South  
American ports on the 3rd inst.

The S. L. s.s. Flintshire from  
Singapore is due at Hongkong on  
the 7th inst.

The s.s. Arratoon Apear from  
Calcutta, left Singapore on the 1st  
inst., and may be expected here  
on the 7th inst., p.m.

The L. O. S. N. s.s. Kwongsang  
from Shanghai is due at Hong-  
kong on the 6th inst.

The Apear s.s. Gregory Apear,  
from Shanghai and Kobe left Moji  
on the 2nd inst., p.m., and may be  
expected here on the 7th inst., a.m.

The R. V. F. Str. Koursk, Out-  
ward Bound, sailed from Colombo  
on the 2nd April and is expected  
to arrive in Hongkong about the  
17th April.

The R. V. F. Str. Mogileff, Out-  
ward Bound, sailed from Colombo  
on the 2nd April and is expected  
to arrive in Hongkong about the  
17th April.

The L. L. s.s. Muttra from Japan  
is due at Hongkong on the 7th  
inst.

The L. L. s.s. Upada from Japan  
is due at Hongkong on the 6th  
inst.

The Chartered H. A. L. s.s.  
Boyne left Singapore on the 29th  
ult., p.m., and may be expected  
here on the 4th inst., p.m.

The P. & O. s.s. Palawan is ex-  
pected to arrive at Colombo on  
the 5th inst., at 6 a.m.

The s.s. City of Baroda left  
Sabang on the 28th ult., and is  
due here on the 5th inst.

The Swedish East Asiatic Co's  
s.s. Peking left Port Said on the  
23rd ult., and is expected to arrive  
here on the 20th inst.

The B. I. S. s.s. Muttra from  
Japan is due at Hongkong on the  
9th inst.

The B. I. S. s.s. Upada from  
Japan is due at Hongkong on the  
6th inst.

The Mogul Line str. Lothian  
sailed from the United Kingdom,  
on the 26th Feb., for the Far East  
via Straits.

The s.s. Glenturret passed the  
Suez Canal on the 18th ult., for  
Hongkong via Straits.

## VESSELS IN PORT.

## Steamers.

Changsha, Br. s.s., 2,500, Priest,  
3rd April—Sydney via  
Ports, Gen.—B. & S.

Cholsing, Ger. s.s., 1,021, Boulton,  
29th Mar.—Bangkok and  
Swatow 28th Mar., Tim-  
bor.—B. & S.

Chun-sang, Br. s.s., 1,418, Watcock,  
2nd April—Chinwantao  
27th Mar., Coal.—J. M.  
& Co.

Combe, Br. s.s., 1,903, Lawrance,  
2nd April—Milke 30th  
Mar., Coal.—M. B. K.

Daigo Maru, Jap. s.s., 846, Y.  
Sonekawa, 3rd April—  
Swatow 2nd April, Gen.  
—O. S. K.

Empress of India, Br. s.s., 5,940,  
A. J. Hurley, 14th Mar.—  
Vancouver, B.C.—2nd  
Feb., Gen.—C. P. R. Co.

Hunan, Br. s.s., 1,206, Boyd, 1st  
April—Kebao 29th Mar.,  
Coal.—B. & S.

Kumchow, Br. s.s., 1,450, Martin,  
2nd April—Singapore  
28th Mar., Gen.—Chi-  
nese.

Kwanglee, Chi. s.s., 1,462, Mac-  
Arthur, 3rd April—Can-  
ton 2nd April, Gen.—C.  
M. S. Co.

Mausang, Br. s.s., 1,644, Corneek,  
27th Mar.—Sandakan  
21st Mar., Timber.—J. &  
Co.

Nippon Maru, Jap. s.s., 3,452,  
A. G. Stevens, 21st Mar.—  
San Francisco 21st  
Feb., Flour.—T. K. K.

Profit, Nor. s.s., 515, Olsen, 1st  
April—Bangkok 23rd  
Mar., Rice.—Chinese.

Quarta, Ger. s.s., 1,150, Hadsen,  
3rd April—Saigon 29th  
Mar., Rice.—S. & Co.

Sado Maru, Jap. s.s., 3,890, Asa-  
kawa, 30th Mar.—Seattle  
24th Feb., M'ee.—N. Y.  
K.

Salahdj, Dutch s.s., 1,237, Boeder-  
kor, 31st Mar.—Tarakan  
25th Mar., Bulk oil.—A.  
P. Co.

Shintau Maru, Jap. s.s., 2,970,  
Wortley, 2nd April—  
Milke, Coal.—M. B. K.

Tenyo Maru, Jap. s.s., 7,963, Ed-  
Bent, 28th Mar.—San  
Francisco 1st Mar., Gen.  
—T. K. K.

Tsintau, Ger. s.s., 1,402, Brickner,  
2nd April—Banzkok 25th  
Mar., Rice.—B. & S.

Yuen-sang, Br. s.s., 1,128, Rolfe,  
1st April—Manila 29th  
Mar., Gen.—J. M. & Co.

If you have lost your appetite, one to  
the big Variety of dainties at the  
ALEXANDRA CAFE is sure to  
tempt you.







## COMMERCIAL.

## London Rubber Market.

The East Asiatic Company's Daily Report for March 27 says:—The market in London yesterday continued weak. Prices are nominal in the absence of support. The closing prices were:—  
Hard fine Para spot ..... 3/10  
Hard fine Para forward... 3/10  
First latex crepe, delivery next three months .... 3/10

## The Salt Tax.

Owing to the great financial difficulty the Chinese Board of Finance some time ago submitted to the Advisory Council for consideration the Bill on the increase of the salt price per catty and the examination of the Title Deeds; but on account of the constant insufficiency of attendance to constitute a quorum they have not yet been passed. The Minister has again requested the President to urge the Council to discuss the Bill on the increase of salt price per catty. As the Council will soon be closed, further delay might bring grave consequences.

## Singapore Exchange.

March 28, 1913.  
On London—Bank 4 m/s 2/4.38  
Demand — 2/4.32  
Private 6 m/s 2/4.16  
3 m/s 2/4.16  
On Germany—Bank d/d 238.1-2  
Private 3 m/s 242.1-2  
On France—Bank d/d 201  
Private 3 m/s 200  
On India—Bank T.T. 174.3-4  
Private 30 d/s 178  
On Hongkong—Bank d/d 16.5-8  
Private 30 d/s 17.5-8  
On Shanghai—Bank d/d 59.1-8  
Private 30 d/s 60.1-8  
On Java—Bank T.T. 140.1-2  
Private 30 d/s 142.1-2  
On Japan—Bank d/d 114.7-8  
Sovereigns—buying rate \$8.54  
India Council Bills last issue ... 1/4  
India Council T.T. last issue ... 1/4.1-32  
Discount 3 m/s 4.3-4  
Bank of England rate ... 5 p.c.  
Bar silver in London 26.3-8

**The American Banking System.**  
According to Sir Edmund Walker, the Canadian authority on banking, who appeared as a witness before the Currency Reform Committee of the U. S. House of Representatives, the lack of a flexible currency is the most serious fault of the American banking system. Amongst other defects, Sir Edmund indicated the system of fixed reserves which tended to dissipate the needed cash in times of stress. He considered that American banks were behind the times, and urged that permission should be granted to private bankers to establish large banks in large cities with branches in foreign countries. Sir Edmund was further of the opinion that some system of regional organisation might strengthen individual banks. He was not in favour of the Aldrich plan without qualifications, and said bad banking could not be prevented by the Government guarantee of deposits.

## Singapore Produce.

March 28, 1913  
Gambier buyers ... \$7.30  
do (Cube No. 1) unpicked 13.00  
Copa Sun-dried ... 12.75  
do Mixed ... 12.50  
Pepper, Black buyers ... 17.37  
do White 5 percent ... 39.00  
Sago Flour Sarawak ... 3.80  
do Brunei No. 1 ... nom.  
Pearl Sago ... 4.80  
Coffee Bali ... 34.25  
Coffee Palembang 10 per cent. basis ... 33.00  
Tapioca, small flake ... 6.50  
do small pearl ... 6.15  
do med. pearl ... 6.15  
Tin 225 tons ... 107.57  
Opium, China ... 3,100  
" Straits ... 1,800  
Rice, Rangoon White ... 220  
Rice, Siam No. 1 ... 320  
do No. 2 ... 200

**Petroleum.**  
Devos's Imp. Brilliant Oil (2 tins) ... 3.00  
Sylvan Arrow Oil (2 tins) 3.25  
Fish Brand (2 tins in case) 3.15  
Oil (2 tins) at 3.15  
Lamp Glass (2 tins in case) 3.15  
(superfine) 2 tins at 3.05  
Langkat's (2 tins in case) 3.05  
Dragon (2 tins) at 2.95  
Bulk Oil per drum of 4 galls ... at 2.55  
wross Oil (2 tins) at 2.75  
Turpene per tin 4 gallons at 3.00

## Public Auction.

G. R.

**PARTICULARS AND CONDITIONS** of the letting, by Public Auction, to be held on Monday, the 7th of April, 1913, at 8 p.m., at the Office of the Public Works Department, by Order of His Excellency, the Governor of Two Lots of Crown Land on the Ridge East of Happy Valley in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for no further term of 75 years.

PARTICULARS OF THE LOTS.

Lot	Area (Approximate)	Location	Annual Rent	Upset Price
1	1.5	On the Ridge East of Happy Valley, adjoining the Public Works Department Office	20,000	2,000
2	1.5	On the Ridge East of Happy Valley, adjoining the Public Works Department Office	20,000	2,000

## Public Companies

## CHINA TRADERS' INSURANCE COMPANY LIMITED.

**NOTICE TO SHAREHOLDERS.**  
NOTICE IS HEREBY GIVEN that the Forty-Seventh Ordinary Yearly Meeting of the Company will be held at its Head Office No. 2, Queen's Buildings, Hongkong, on Wednesday, the 16th April, 1913, at 12.15 p.m. for the purpose of receiving the report of the Directors together with the statement of account to 31st December, 1912, and of declaring Dividends, &c.

The transfer books of the Company will be closed from 6th April to the 16th April both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 1st April, 1913. [267]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

**NOTICE TO SHAREHOLDERS.**  
NOTICE IS HEREBY GIVEN that the Fortieth Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on Wednesday, the 16th April, 1913, at Noon, for the purpose of receiving the report of the Directors together with the statement of account to 31st December, 1912, and of declaring Dividends, &c.

The transfer books of the Society will be closed from 6th April to the 16th April both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 1st April, 1913. [270]

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LIMITED.

**NOTICE.**  
NOTICE IS HEREBY GIVEN that Scrip Certificate No. 7542 issued 30th May 1910, for twenty-five shares number 39786/39790, 7439/7445, and 27026/27038, of this Company in the name of Gabriel Poulet Oster has been lost, and should the same not be produced before the 10th April 1913, New Scrip Certificate will be issued to the said Gabriel Poulet Oster, and no Transactions taking place under the said Scrip Certificate No. 7542 will be recognised by the Company.

W. E. CLARKE,  
Secretary.

Hongkong, 1st March, 1913.

## Notice

## NOTICE.

## CHINESE IMPERIAL GOVERNMENT 7% SILVER LOAN OF 1886, E.

53rd Half Yearly Drawing.  
Interest due and drawn bonds of this loan will be payable at the offices of the Corporation on and after the 31st March, 1913. List of drawn bonds can be obtained on application to the undersigned. For the Hongkong & Shanghai Banking Corporation,  
Agents, issuing the Loan,  
N. J. STABB,  
Chief Manager.

H. K. 1st Mar., 1913. [293]

## Entertainments

## THEATRE ROYAL

## NEW BANDMANN OPERA COMPANY.

## TO-NIGHT

## For the First Time in Hongkong

## "AUTUMN MANOEUVRES."

Prices: Dress Circle and Orchestra

Stalls, \$3.50; Stalls, \$3.00; Pit, \$2.00; Gallery, \$1.00.

Doors open at 8.30.

Commence at 9 Sharp.

Booking at MOUTRIE &amp; CO.

## BIJOU.

## PROGRAMME.

## NEWS OF THE DAY (Pathe Gazette)

The Moustache and

The Maids (Comic)

Nick Winter's New Pupil

Sauce for the Goose

Waiting for Mother

Abbreviations

Miss VIOLET BONETTA

(a) "Up in The Blue, Blue Sky"

(b) "I could learn to love you"

Miss CECILE STEPHANO

(a) "Listening"

(b) "All that I ask is Love."

## 7.15 PICTURES ONLY 7.15

## VICTORIA THEATRE.

The Great Belair Film.

The Iron Master, 3,000 ft. long.

An Enormous Success

wherever Shown.

Look out for the Great Picture,

LES MISERABLES

Which will be produced

in a few Days.

WATCH HAND BILLS.

Enormous Success of the

THUNDERBOLT MAN.

Wonderful Imitator &amp; International

Dancer.

ALEXANDER GALINSKY.

Enormous Success of the

FAMOUS ARTIST

Miss ARKAS.

Singer in English, Russian, Portuguese

&amp; Italian.

The Charming Soubrette

FRED ARDEA.

## Notice

## LESSONS IN CHINESE.

MR LI HON FAN, a Chinese graduate, versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of teaching European to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to write to "The Hongkong Telegraph" office or direct to 27 Hollywood Road, 1st floor, Hongkong 26th Jan. 1913.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT

In Casks of 375 lbs. net

In Bags of 250 lbs. net.

SHEWAN, TOMES &amp; CO.

General Manager.

Hongkong, 16th August, 1901 [3]

## KELLY &amp; WALSH, LTD.

## CAMBRIDGE MANUALS.

80 cents each.

Brewing, A. Chaston Chapman.

The Individual in the animal

Kingdom, Julian S. Huxley.

The Psychology of Insanity, Bernard East.

The Work of Rain &amp; Rivers, T. G. Bonney

House Flies &amp; How they spread

Disease, C. G. Hewitt.

The Origin of Earthquakes, C. Davidson.

Early Religious Poetry of the

Hebrews, E. G. King.

Brasses, J. S. M. Ward.

The English Puritans, John Brown.

The Natural History of Coal, E. A. M. Arber.

If you happen to be late your meals will be courteously &amp; promptly served just the same. Only at The ALEX. ANDRI CAFE.

## Banks

## INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.

London Office—1, Abchurch Lane, E.C.

## BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve—\$1,000,000 (Gold).

RESERVE DESCRIPTION OF BANKING BUSINESS.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent, or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities of the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOOGE, Manager.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov. 1912 1913

## THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital ... 30,000,000

Reserve Fund ... 18,200,000

Head Office.—YOKOHAMA.

Branches:—Antung-Hsien, Bombay, Calcutta, Canton, Hankow, Hongkong, Kobe, Lyons, Shanghai, Tientsin, Tokyo, Yokohama.

Agencies at:—Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port, San Francisco, Shanghai, Tientsin, Tokyo, Los Angeles.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 31st Mar., 1913. [18]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital ... £1,200,000

Reserve Fund ... £1,650,000

Reserve Liability of Proprietors ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 11th April, 1912. [22]

## Notices

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up, £1,250,000.)

Loans on Mortgage of House Property, &amp;c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &amp;c., Undertaken and Executed.

SHEWAN, TOMES &amp; CO. General Manager.

Hongkong, 19th March, 1908. [32]

## THE FAMINE IN CHINA.

EIGHT FAMINE DISTRICTS with an area of 80,000 square miles.

TWO and a half million people being starved.

PLEASE SEND YOUR CONTRIBUTION TODAY.

Treasurer, H. O. GULLAND, Esq., 10, Broad Street, London, W.

Agents, Jardine, Matheson &amp; Co., Ltd., Bankers.

Bank of England, London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Obligations. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

## Banks

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

RESERVE FUNDS:

Sterling ... \$15,000,000

Silver ... 7,000,000

Reserve Liability of Proprietors ... \$15,000,000

COURT OF DIRECTORS.

F. H. ARMSTRONG, Esq.—Chairman.

Hon. Mr. C. H. ROSS—Deputy Chairman.

S. H. DODWELL, Esq.—G. Friessland, Esq.—G. S. Gubbay, Esq.—G. R. Laurens, Esq.—F. Lieb, Esq.—W. L. Pattenden, Esq.—J. A. Plummer, Esq.—Hon. Mr. E. Shellim.—H. A. Siebs, Esq.—CHIEF MANAGER: Hongkong—N. J. STABB.

Shanghai—A. G. STEPHEN.

London Bankers—London County and Westminster Limited.

Hongkong—Interest All owed.

On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent per annum.

For 6 months, 3½ per cent per annum.

For 12 months, 4 per cent per annum.

N. J. STABB, Chief Manager.

## HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ Per Cent per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

## DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up—Sh. Tael 7,500,000

Head Office.—Shanghai.

Board of Directors.—Berlin.

Branches:—Berlin, Calcutta, Canton, Hankow, Hongkong, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild &amp; Sons.

The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto-Gesellschaft.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 9th Oct. 1911. [2]

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000

Subscribed ... 1,125,000

Paid Up ... 1,125,000

Reserve Fund ... 415,000

HEAD OFFICE: 40, Threadneedle Street, London, E.C.

BRANCHES:—Bombay, Calcutta, Galle, Hongkong, India, Penang, Madras, Koda Bahm, Kelantan, Karachi, Kuala Lumpur, F.M.S., Rangoon, Hongkong, Colombo, Shanghai.

AGENTS IN JAPAN: Messrs. Jardine, Matheson &amp; Co., Ltd. BANKERS.

Bank of England, London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Obligations. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

## Exchange

Selling. 1/1136 4 m/s. L/C 1/11 15/16

Demand 1/11 7/16 4 m/s. D/P 2/ 1/16

30 d/s 1/11 1/16 6 m/s. L/C 3/ 1/16

60 d/s 1/11 9/16 30 d/s. Sney &amp; Melbourne 2/ 3/16

4 m/s 1/11 11/16 30 d/s. San Fco &amp; New York 4/36

T/T. Shanghai 7394 4 m/s. Marks 205

T/T. Singapore 834 4 m/s. France 2514

T/T. Japan 954 6 m/s. do 2534

T/T. India 1494 Bar Silver, ready forward 251

Demand, India 146 Gold Leaf per tael 50

T/T. San Fco &amp; New York 4714 Bank of England rate 52

T/T. Java 11794 Sovereign 10.18

T/T. Marks 198

T/T. France 2.46

## Subsidiary Coins.

Discount per \$1



## PIRACY NEAR HONGKONG.

(Continued from page 4).

were given some kind of protection more than they have at the present time. However, I feel in regard to this terrible affair that what is needed more than anything else is that there should be a much more rigorous inspection of passengers' luggage. I spoke to one of the police officers about it, and he said they had not sufficient men for the work and could not do it.

"I have travelled up and down the coast for over twelve years now," concluded the lady, "but this is the first time I have ever met with an experience of this kind. I must say we were not ill-treated in any way, and the only reason the robbers tied up the officers' hands was to safeguard their own lives and to prevent them from signalling for help."

The lady leaves again to night for Kungmoon by the same steamer.

No Cargo Removed.

The Steamship Company who own the Tai On had little additional information to impart to our representative when he called this morning. The manager stated that the vessel left Hongkong at 7 p.m. on Wednesday, having on board between 400 and 500 passengers, all Chinese with the exception of a European lady missionary. The steamer carried a general cargo of merchandise and produce. None of the cargo was removed, and the only things belonging to the Company which the robbers took were some parts of the engines, about \$500 in ticket-money, a lifeboat and a few sundries, as well as several deck guns belonging to the steamer. They were chiefly concerned with the passengers' jewellery, money and clothing. It was clear, said the manager, that the whole thing had been pre-arranged, for there were three or four sampans waiting for the robbers when they left the ship in the ship's boat. He added that the steamer, again leaves at 7 o'clock to-night for Kungmoon, and it was possible that a number of police would be drafted on board.

Chief Engineer's Story.

Mr. Macartney, the chief engineer, seen to-day said: "I was in the captain's cabin when the pirates entered and forced the captain to the floor. They ordered me on to the settee, opened my jacket and searched me. They kept two revolvers to my chest meanwhile. They told the skipper he had better clear out of China. They tore off the skipper's ring and took my Masonic ring and a gold chain, and a medal that I won in Scotland for curling. Some of the pirates were in European clothes and others were in Chinese clothes of a superior kind. The trouble started about five minutes to ten and we did not get free again until about two thirty next morning. They put the pilots in the wheel-house and secured the engineers in the engine room, put their own pilot in charge of the ship and took her their own course. Afterwards they destroyed parts of the engine, tore the dynamo up, spoilt the electric switch board, tore out the gauges and left only the brass frames. They also put out the fires. They knew well what they were about. "The lady passenger can give you the best story. She it was

who saved us from getting shot. She said 'these men won't shoot if you don't do them any harm' and they left us sitting in the cabin. She talked in Chinese to them.

"I lost \$210 in money and some script for rubber shares as well. These cost me four or five hundred dollars. When I saw the mate, Cornwell, he was being escorted into the cabin where we were by armed pirates and he had his hands held high over his head."

"The seeming leader, who was in European clothes, was quite civil. He said that if we caused any trouble he would shoot us, but if we made no fuss he would not harm us. He said that he would gain nothing by killing us and he was not anxious to do so. The skipper and I were kept for a time with our hands up, but after we said that this was causing us pain we had them tied in front of us. Cornwell who is a big powerful man had his hands tied behind him. The lady passenger was brought into the cabin with us and she spoke in Chinese to the pirates. They also searched her for arms. The leader, to whom I have referred entered into conversation with us whilst the others were making a search of the ship. He was told us that he had been in South Africa for five years and twelve months in Burma. Once, pointing a revolver threateningly at me, he said 'Are you English?' I said that I was. He said 'You are not Japanese?' and I answered that I was not. He then said 'Well, if you are English it is all right, but if you were Japanese I would shoot you dead. They (the Japanese) bamboozled me once in Africa."

"Once I put my hand up to my face to scratch my cheek and I was promptly told that if I as much moved my hand again I would be shot. The attack occurred not in the West River, but just outside Hongkong. In the river we have had a Chinese torpedo boat as escort ever since the attack eighteen months ago on the sister ship, of which Captain Johnstone had command. They were aware of this and made the attack where it was least expected."

His Excellency the Governor, Captain Mol. Messer, Superintendent of Police, Mr. King, Assistant Superintendent of Police, Chief Detective Collett and Sergeant Terrett visited the vessel, just before tiffin.

## A SON'S THANKS.

Mr. Wilbur Wright's Tribute to His Father.

"I hereby give to my father, Milton Wright, of Dayton, Ohio, my earnest thanks for his example of a courageous, upright life, and for his earnest sympathy with everything tending to my true welfare."

This tribute by a son to his father appears in the will of the late Mr. Wilbur Wright, the aviator, who left \$55,860, of which his property in the United Kingdom amounts to £1,500.

Most of his estate he bequeathed to his brother Mr. Orville Wright. He left to his father \$200, "which I desire him to use for little unusual expenditures as might add to his comforts and pleasures."

Translator's Death.

The death is announced of Mr. R. A. Macauliffe, the translator of the Sikh bible.

## POST OFFICE.

## MAILS VIA SIBERIA.

London to Shanghai  
Mar. 13  
Mar. 19

## MAILS DUE.

Siberian, Chinnua, 6th inst.

The Chinnua, is expected to arrive here on Sunday the 6th inst. with the London Mails (via Siberia) of Wednesday the 12th and Saturday the 15th March.

## MAILS CLOSE.

Shanghai and North China—Per Tydeus, 5th April, 9 a.m.  
Japan via Nagasaki—Per Kanagawa-maru, 5th April, 11 a.m.  
Straits, Burmah, and India via Calcutta—Per Ceylon-maru, 5th April, 11 a.m.

Shanghai, North China Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per Nippon-maru, 5th April, 4 p.m.

Shanghai and North China—Per Chenan, 5th April, 5 a.m.

Shanghai, North China Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of India, 5th April, 5 p.m.

Swatow—Per Haimun, 6th April, 9 a.m.

Swatow, Amoy and Foochow via Tamsui—Per Daigimaru, 6th April, 9 a.m.

Sandakan—Per Mausang, 7th April, 11 a.m.

Macao—Per Sui Tai, 7th April, 11 p.m.

Philippine Islands—Per Zafro, 7th April, 3 p.m.

Saigon—Per Combe, 7th April, 3 p.m.

Shanghai and North China—Per Hangsang, 7th April, 5 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 8th April, 9 a.m.

Straits and Rangoon—Per Upada, 8th April, 10 a.m.

Shanghai, North China, Japan via Moji, Victoria and Seattle—Per Sado-maru, 8th April, 10 a.m.

Straits and Calcutta—Per Chun-shan, 8th April, 10 a.m.

Amoy, Weihaiwei and Tientsin—Per Huichow, 8th April, 10 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon, Extra Postage 10 cents). (Letters posted in time for the first clearance will be included in this contract mail.)—Per Atlanticque, 8th April, 11 a.m.

Shanghai, North China Japan via Nagasaki, Honolulu, Canada, United States South America and San Francisco (Europe via Siberia)—Per Tenyo-maru, 8th April, 11 a.m.

Macao—Per Sui Tai, 8th April, 11 p.m.

Philippine Islands—Per Kaifong, 8th April, 3 p.m.

Straits and Ceylon—Per Kitano-maru, 8th April, 5 p.m.

Swatow—Per Haimun, 8th April, 10 a.m.

Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin—Per Changsha, 9th April, 11 a.m.

Japan via Nagasaki—Per Nikko-maru, 9th April, 11 a.m.

Philippine Islands, Timor, Australia, Tasmania & New Zealand via Thursday Islands—Per Yawata-maru, 9th April, 11 a.m.

Straits and India via Calcutta—Per Kumsang, 9th April, 1 p.m.

Japan via Kobe—Per Tango-maru, 10th April, 10 a.m.

Shanghai and North China—Per Kwongsang, 10th April, 11 a.m.

Shanghai and North China—Per Chinnua, 10th April, 3 p.m.

Swatow, Amoy and Foochow—Per Halohing, 11th April, 10 a.m.

Shanghai, North China and Japan via Kobe—Per A. Apcar, 11th April, 11 a.m.

Straits and Burmah—Per Muttra, 12th April, 10 a.m.

## SHIPPING NEWS.

## ARRIVED.

Kumsang, Br. s.s., 2,077, F. Wheeler, 5th April—Moji 27th Mar. Gen.—J. M. & Co.  
Unkel Maru, Jap. s.s., 2,083, Y. Yasaka, 3rd April—Wakatsuru 27th Mar. Coal.—M. B. G. K.

Zafro, Am. s.s., 1,408, McMurray, 3rd April—Manila 1st April, Sugar.—S. T. & Co.  
Nile, Br. s.s., 4,183, Powell, 3rd April—London, Gen.—P. & O. S. N. Co.

Rajaburi, Ger. s.s., 1,128, Wolff, 3rd April—Bangkok 26th Mar. Rice.—B. & S.  
Peleus, Br. s.s., 4,800, Nicholde, 4th April—Shanghai, Gen.—B. & S.

Ceylon Maru, Jap. s.s., 3,142, T. Noguichis, 4th April—Moji 30th Mar. Gen.—N. Y. K.

Kanagawa Maru, Jap. s.s., 3,867, Butler, 4th April—Singapore 29th Mar. Gen.—N. Y. K.

Haimun, Br. s.s., 641, Evans, 4th April—Swatow 3rd April, Gen.—D. L. & Co.

Kaifong, Br. s.s., 998, O. Plumket Cole, 4th April—Manila 1st April, Gen.—B. & S.

Tydeus, Br. s.s., 4,799, Loong, 4th April—Singapore 30th Mar. Gen.—B. & S.

Columbia, Am. s.s., 349, Bond, 4th April—Singapore, Ballast.—Order.

Hangsang, Br. s.s., 1,356, Wilde, 4th April—Shanghai and Swatow 3rd April, Gen.—J. M. & Co.

Kiang Ping, Chi. s.s., Udden, 4th April—Chinkiang 30th Mar. Gen.—Chinese.

## CLEARANCES AT THE HARBOUR OFFICE.

April 3.

Si-kiang, for Haiphong. Choying, for Swatow. Carl Diederichsen, for Haiphong.

April 4.

Nile, for Yokohama. Profit, for Bangkok. Kiang Ping, for Canton. Haitan, for Foochow. Varg, for Hongay. Shintu-maru, for Saigon. Hangwan I, for Singapore. Hangsang, for Canton. Peleus, for Liverpool.

## DEPARTED.

April 4.

Fukui-maru, for Wakamatsu. Benalder, for Koshihang. Laertes, for Saigon. Chenah, for Canton. Haitan, for Foochow. Hongwan I, for Amoy. Carl Diederichsen, for Hoilow. Varg, for Hongay. Wongkok, for Siam.

## PASSENGERS ARRIVED.

Per s.s. Kaifong, arrived 4th inst., from Manila:—Dewitt, Sheldon, Miss Huff, Miss M. Zoboli.

Per s.s. Hangsang, arrived 4th inst., from Shanghai, &c.:—Halgrun, H. A. Schoppe, O.

## PASSENGERS DEPARTED.

Per s.s. Luetzow, sailed on 3rd inst., for Shanghai, &c.:—Bussing, Mrs. S. Lery, S. A. Meuze, Mrs. B. Marks, A. Beche, Ballos, Mr. and Mrs. J. Mathews, Bonnell, Mr. & Mrs. Baumann, C. Braga, Mrs. S. Braga, Miss C. Brown, I. Brades, Cheng, C. W. Craugie, Mrs. M. Parkmann, Calvert, Misses Chan Yeung, Putmann, Miss Daacou, F. Dametson, J. Poensgen, Dr. H. Erhaadt, F. Parhen, J. C. Garness, Mr. and Mrs. Richmond, H. F. Mrs. W. Gardner, Miss A. Ruprecht, O. Hopling, Miss Seguly, H. F. C. M. Soransen, Mr. Heeper, Misses chun Harter, Mr. and Mrs. Spry, Lieut. H. Hutchings, Mr. Svenowshe, A. Mrs. L. Woodhouse Dr. Hutchings, Mrs. S. W. Ullsha, Mr. and Mrs. T. K. Wadner, J. Jamato, E. Whitcome, Mrs. Kaufmann, M. Kessler, Dr. H. Kulenhampff, C. Warner, Mrs. S. Kern, J. F. Zerhel, H. Kolb, G. T.

Oyster, Fish, Fried or Stewed. Fladen Haddock, Kippers &c. ALEXANDRA CAFÉ.

## WLAHER REPORT.

On the 4th at 11.00.—The Japanese depression has disappeared. Pressure has increased considerably over S. Japan, and slightly over the Loochoos, the Philippines, and S.E. China. It has decreased moderately at Wladivostok owing, apparently, to the formation of a depression over S.W. Manchuria.

Light or variable winds are indicated along the E. coast of China, and moderate E. winds over the northern portion of the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood E. winds, moderate; fair.

2 Formosa Channel N.E. winds, fresh.

3 South coast of China between H.K. and Lamooks The same as No. 1.

4 South coast of China between H.K. and Hainan The same as No. 1.

China Coast Meteorological Register.

4th April, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force.

Wostock 7a 29.9236 ne 2 f

Nemuro 6a 30.01 n 1

Hakodate 30.09 n 0

Tokio 30.12 wnw 1

Koshi 29.13 w 1

Nagasaki 30.09 n 1

K'ehima 30.08 e 6

Oshima 29.99 s 1

Naha 29.99 ese 1

Ishijima 30.01 n 1

Bonin Is. 30.03 48 43 ssw 4 b

Chesoo 30.03 48 43 ssw 4 b

W'haiwei 30.05 49 se 2 c

Hankow 30.00 46 se 1 c

Iohang 7a 30.1058 n 0

Shanghai 30.03 61 77 nww 2 c

Gutzlaff 3a 30.01 n 1

Sharp P. 29.99 n 2

Amoy 29.98 ne 2

Swatow 29.97 ne 2

Tahoku 29.99 ne 2

Taichu 29.99 ne 2

Tainan 29.99 ne 2

Koshun 29.99 ne 2

P'dores 29.99 ne 2

Canton 29.99 ne 2

H'kong 6a 29.99 66 87 e 3 c

Gap Rock 29.95 ene 4 c

Macao 29.96 67 ese 3 of

Wuchow 9a — — — —

Pakhoi — — — —

Hoihow — — — —

Phulien 6a 29.99 70 se 4 dh

Tourane 29.99 73 — 0 c

C. St. J. 29.99 77 ne 4 c

Aparri 29.91 75 sw 1 b

Manila 29.92 68 ne 1 b

Legaspi 29.92 75 se 1 c

Iloilo 9a 29.91 80 ne 2 b

T. F. Claxton, Director.

Hongkong Observatory, Apr. 4.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q equally, r rain, s snow, t thunder, v visibility, w dew wet, 0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On Date On Date

Barometer 29.93 29.94 29.95

Temperature 75 67 70

Humidity 67 86 82

Wind W — W

Direction 1 0 3

Force b bf 0

Weather b bf 0

Rain

Highest open air Temperature on the 23

Lowest " " " " " "

H.K. Observatory, 3rd April, 1913.

T. F. Claxton, Director.

TIDE TABLE.

Mar. 31st to 6th Apr. 1913.

High Water Hongkong Mean Time.

Low Water Hongkong Mean Time.

Mar. 31st 10 10 10 10 10 10

Apr. 1st 10 10 10 10 10 10

Apr. 2nd 10 10 10 10 10 10

Apr. 3rd 10 10 10 10 10 10

Apr. 4th 10 10 10 10 10 10

Apr. 5th 10 10 10 10 10 10

Apr. 6th 10 10 10 10 10 10

Apr. 7th 10 10 10 10 10 10

Apr. 8th 10 10 10 10 10 10

Apr. 9th 10 10 10 10 10 10

Apr. 10th 10 10 10 10 10 10

Apr. 11th 10 10 10 10 10 10

Apr. 12th 10 10 10 10 10 10

Apr. 13th 10 10 10 10 10 10

Apr. 14th 10 10 10 10 10 10

Apr. 15th 10 10 10 10 10 10

Apr. 16th 10 10 10 10 10 10

Apr. 17th 10 10 10 10 10 10

Apr. 18th 10 10 10 10 10 10

Apr. 19th 10 10 10 10 10 10

Apr. 20th 10 10 10 10 10 10

Apr. 21st 10 10 10 10 10 10

Apr. 22nd 10 10 10 10 10 10

Apr. 23rd 10 10 10 10 10 10

Apr. 24th 10 10 10 10 10 10

Apr. 25th 10 10 10 10 10 10

Apr. 26th 10 10 10 10 10 10

Apr. 27th 10 10 10 10 10 10

Apr. 28th 10 10 10 10 10 10